

Locomotives of
The Chicago, Burlington
& Quincy Railroad
1904-1935

Part 1



Nov. 6, 1936.

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One of the functions of this Society and one of the purposes for which it was organized is the dissemination of accurate information pertaining to railway history. While this, in the main, takes the form of articles which appear in our publications, we commenced in BULLETIN #26 to list the locomotives of the Boston & Maine R. R. and its subsidiaries. Due to the system of numbering used by the Boston & Maine R. R., it was possible to break this series up into their subsidiary roads and thus render it possible to index this material.

For over three years, two of our members have been delving into the records of the Chicago, Burlington & Quincy R. R. Their research and efforts have been rewarded with what we believe is the most accurate record of their locomotives ever published. Due to the numbering of locomotives employed by that road, it is impossible to have this appear serially in our regular publications but the list has been divided into two parts, the second of which will appear next year. The success of these special publications will depend upon the response of our membership tho' many of you have already signified your interest in the publishing of this material.

Some of our members have questioned the futility of these lists or of such a publication. Such a list has its value in that it records accurately the history, growth and development of the motive power of the road in question. Furthermore, the number of members who can study a locomotive photograph and catalogue that locomotive into the proper class it belongs, giving the builder and approximate date of construction is alarmingly few. The amount of misinformation contained on the backs of locomotive photographs is appallingly large and the only way it will be ever corrected is by a careful study of designs and official records. The official records of the C. B. & Q. R. R., you have in this publication

and until this list was arranged by our members nothing like it ever before existed even in the records of the C. B. & Q. R. R.

The members who have arranged this material have requested that their names be withheld. They have requested that this information appear as prepared and published by this Society and to both of them, this Society and its membership owes deep gratitude for the many long hours which went into the preparation of this material.

Burlington Locomotives

In 1904, the Burlington System consisted of several roads which were the property of the parent road, the Chicago, Burlington and Quincy R. R. To make a more practical organization these roads were at that time merged into one road under the name of the parent road. Thus, several roads which had been operated under their original names for a great many years lost their identities. For instance, the Hannibal & St. Joseph R. R., which had been operated under its corporate name since 1859. Some of these roads had been owned outright by the C. B. & Q. R. R. from an early date, while others had been controlled either by lease or stock control, but by 1904 all were owned outright.

As these roads became a physical part of the C. B. & Q. R. R. all of the equipment was lettered with the initials of that road. There were 1323 locomotives on the combined roads, and as these were relettered they were also given new numbers, the numbers being assigned according to class. This was the *second* general change of numbers made on the locomotives of the Burlington, the first having been made in 1898.

The Burlington System in 1898 consisted of the Chicago, Burlington and Quincy; the Burlington and Missouri River in Nebraska; the Kansas City, St. Joseph and Council Bluffs; the Hannibal and St. Joseph; the St. Louis, Keokuk and Northwestern; the Chicago, Burlington and Kansas City; the Chicago, Burlington and Northern; and the two narrow-gauge lines, the Burlington and Western, and the Burlington and Northwestern. The Keokuk and Western was also taken over in that year. Each of these roads had its own motive power and system of numbering, presumably starting with number one. At a number of places two or more roads used the same terminals and tracks, which made it advisable to adopt a system of numbering that would avoid duplication of numbers. This was done by assigning a certain serial of numbers to each road, as follows:

- B. & M. R. in Nebr., 1 to 500.
- K. C. St. J. & C. B., 501 to 600.
- H. & St. J., 601 to 700.
- St. L. K. & N. W., 701 to 800.
- C. B. & K. C., 801 to 900
- C. B. & N., 901 to 999.
- C. B. & Q., 1000 to 2000.

The numbers assigned to the B. & M. R. made it unnecessary to change the numbers on that road, while the number change on the C. B. & Q.

was made by adding 1000 to each number. On the remaining five roads, however, the numbers were changed considerably. During the years from 1898 to 1904 numerous changes were made in the above arrangement.

The B. & M. R., having received a large number of new engines, found the numbers that had been assigned were inadequate, and by 1903 had started a new system of numbering. In the new system the engines were numbered in the 3000 series. Some of the older numbers were changed and some of the new engines were numbered in this series, but before the complete change was made the road was changed to a part of the C. B. & Q. in 1904.

Although there was considerable inter-changing of engines among the K. C. St. J. & C. B., H. & St. J., St. L. K. & N. W., and C. B. & K. C. from 1898 to 1904, each engine retained its number and at no time was there a duplication of numbers. As far as is known each road retained ownership of the engines numbered in its respective series.

The C. B. & N., while controlled by the C. B. & Q. since 1890, was purchased outright in 1899. The engines were then lettered with the initials of the C. B. & Q., but the numbers were continued in the 900 series until 1904. The engines of the Keokuk and Western, taken over in 1898, retained their original numbers until 1903 when they were assigned numbers in the 800 series. A number of the Keokuk and Western engines were transferred to the C. B. & Q. in 1903 but carried their Keokuk and Western numbers until the general change in 1904.

As new engines were placed in service on the C. B. & Q. during these years a considerable number of the older engines were transferred to these subsidiary lines. All of these engines were given the initials and numbers in the series of the respective roads receiving them.

The Burlington and Western and Burlington and Northwestern, narrow-gauge lines which were in reality operated as one road running out of Burlington, Iowa, were also given new numbers in 1898. The engines which were numbered from 1 to 10 were given double numbers. Thus, No. 4 became No. 44, No. 5 became No. 55, etc. No. 10 became No. 100. These roads were widened to standard gauge in 1902, after which the locomotives of the C. B. & Q. were used.

A new classification system was also adopted in 1898. Nothing much is known of the old system but in the new system the class letter denotes the wheel arrangement, the class number denotes the order in which any new group of engines were added to each class. This number does not have any relationship to the size of the engine, but on the engines built in later years this rule does apply. The sub-classes are noted with a letter after the class number. Rebuilt engines are in some cases given a sub-classification and in some cases new classification. In recent years there are three cases where engines of different wheel arrangement were given the same class letter. The 2-6-6-2 and 2-8-8-2 types were both classed as Class T. The new 4-6-4 engines built in 1930 were given the same class letter as the 4-6-2 type, and the 4-8-4 engines built the same year were given the same class letter as the 2-8-2 type. Since 1904 many changes have taken place in the locomotives of the Burlington. A large

percentage of the older engines have been retired and a great many new engines placed in service. New types have been added and a great many engines have been rebuilt, including large numbers that were built subsequent to 1904. Many of the rebuilt engines were converted into different types and in most cases the engines have been modernized.

The following lists are based on the number change of 1904 and are made up in numerical order of the numbers adopted at that time. The complete history of the locomotives is given as shown in the records of the Railroad and for the most part these check with the records of the builders. There are a few discrepancies in the records, which are noted, and certain of the retired dates were not available. In most of those cases the engines were retired prior to 1917. All additions and changes made since 1904 are shown to June 30, 1935. No effort has been made to deal with the mechanical features of the engines except to give the principal dimensions. The dimensions as given are as shown on the records, but no doubt there were variations in the weights of some of the older classes. The Burlington has grown to a system of approximately 12,000 miles through the building of certain new lines and the acquisition of the Colorado and Southern, Fort Worth and Denver City, and the Quincy, Omaha and Kansas City. The locomotives of these roads, with the exception of those built in late years, were not built to Burlington standards and are not included in the lists. All of the locomotives of the Q. O. & K. C. have been retired and traffic is now handled by C. B. & Q. engines.

The following schedule was issued by the Burlington for renumbering in 1904. A few changes were made necessary in recent years, but for the most part the schedule as given is still in effect.

Class A-1	1-199	Class K-5	800- 899	Class R-1	1700-1709
A-2	200-399	K-6	900- 909	R-2	1710-1799
A-3	400-439	K-7	910- 919	R-3	1800-1899
A-4	440-459	K-8	920- 939	R-4	1900- —
A-5	460-469	K-9	940- 999	N-1	2400- —
A-6	470-489	H-1	1000-1119	P-1 comp	2500-2509
A-7	490-499	H-2	1120-1199	P-2 comp	2510-2519
I-1	500-529	H-3	1200-1219	P-2	2520-2599
Narrow					
Gauge	530-549	H-4	1220-1269	P-3 comp	2700- —
Class E	550-589	H-5	1270-1299	D-2	2980-2999
Class L	590-599	G-1	1300-1389	D-3	3000-3009
Class K-1	600-629	G-2	1390-1399	D-5	3010-3019
K-2	630-675	G-3	1400-1599	D-6	3020-3029
K-3	676-699	G-4	1600-1689	D-7	3030-3099
K-4	700-799	G-5	1690-1699	D-4	3100- —

Class A=4-4-0; D=2-8-0; E=0-4-0; G=0-6-0; H=2-6-0; I=0-6-2T; K=4-6-0; L=0-10-0; N=2-4-2; P=4-4-2; R=2-6-2.

NOTE: The original B. & M. R. mentioned in the following lists was that part of the C. B. & Q. extending from Burlington, Iowa, to Plattsmouth, Nebraska. It was taken over by the C. B. & Q. in 1875. The road had 68 locomotives which were at that time renumbered C. B. & Q. 234-302. These engines should not be confused with the engines of the B. & M. R. in Nebraska, as there is nothing in the records to show that any of them were ever used on the first mentioned road.

The St. Louis, Rock Island & Chicago R. R. was taken over by the C. B. & Q. in 1880. The thirty engines received from that road became C. B. & Q. Nos. 351-380.

Class A-1, 4-4-0

Original	No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904
CB&Q	96	Galesburg	1880	CB&Q 1096		1 Retired
KCStJ&CB	15	Aurora	1882	St'NW 740		2 Ret. 1910
KCStJ&CB	6	St. Joseph	1883	KC'CB 537		3 Retired
KCStJ&CB	41	Manchester	1883	KC'CB 541		4 Reb. to A-2 \$454
StLK&NW	23	Hinkley	1883	St'NW 723		5 Reb. to A-2 \$472
KCStJ&CB	2	St. Joseph	1884	KC'CB 527		6 Reb. to A-2 \$470
H&StJ	38	Aurora	1884	H&StJ 638		7 Retired 12-22
H&StJ	39	Aurora	1884	H&StJ 639		8 Prob. reb. to A-2
StLK&NW	21	Aurora	1884	St'NW 721		9 Retired
StLK&NW	9	Aurora	1884	St'NW 734		10 Retired 1911
CB&Q	205	Aurora	1884	CB&Q 1205		11 Reb. to A-2 \$395
B&MR	104	Aurora	1884	B&MR 104		12 Retired
B&MR	131	Manch. #1229	1885	B&MR 131		13 Reb. to A-2 \$387
B&MR	132	Manch. #1230	1885	B&MR 132		14 Reb. to A-2 \$444
B&MR	133	Manch. #1231	1885	B&MR 133		15 Retired
B&MR	135	Manch. #1233	1885	B&MR 135		16 Reb. to A-2 \$453
B&MR	136	Manch. #1234	1885	B&MR 136		17 Retired 12-22
B&MR	137	Manch. #1235	1885	B&MR 137		18 Reb. to A-2 \$449
B&MR	138	Manch. #1236	1885	B&MR 138		19 Retired
CB&Q	33	Aurora	1885	CB&Q 1033		20 Reb. to A-2 \$477
CB&Q	143	Aurora	1885	CB&Q 1143		21 Reb. to A-2 \$478
CB&Q	149	Galesburg	1885	CB&Q 1149		22 Retired
CB&Q	153	Galesburg	1885	CB&Q 1153		23 Reb. to A-2 \$464
CB&Q	210	W. B. Shops	1885	CB&Q 1210		24 Reb. to A-2 \$375
CB&Q	295	W. B. Shops	1885	CB&Q 1295		25 Reb. to A-2 \$396
CB&Q	305	Galesburg	1885	CB&Q 1305		26 Reb. to A-2 \$374
CB&Q	363	W. B. Shops	1885	CB&Q 1363		27 Retired 12-22
CB&Q	376	W. B. Shops	1885	CB&Q 1376		28 Retired 12-22
KCStJ&CB	5	Aurora	1885	KC'CB 532		29 Reb. to A-2 \$474
CB&Q	412	Manch. #1218	1885	CB&Q 412	KCStJ&CB 543	30 Reb. to A-2 \$397
CB&Q	28	Aurora	1885	CB&Q 1028	KCStJ&CB 548	31 Retired 1911
H&StJ	23	Aurora	1885	H&StJ 623		32 Retired
H&StJ	31	Manchester	1885	H&StJ 631		33 Retired
H&StJ	37	Hannibal	1885	H&StJ 637		34 Retired 1-23
H&StJ	41	Hannibal	1885	H&StJ 641		35 Retired
H&StJ	57	Aurora	1885	H&StJ 657		36 Reb. to A-2 \$398
H&StJ	65	Hannibal	1885	H&StJ 665		37 Retired 1911
H&StJ	67	Manchester	1885	H&StJ 667		38 Reb. to A-2 \$476
StLK&NW	3	Aurora	1885	St'NW 729		39 Retired
StLK&NW	17	Aurora	1885	St'NW 742		40 Retired
StLK&NW	20	Aurora	1885	St'NW 745		41 Retired
CB&Q	288	Aurora	1885	CB&Q 1288	StLK&NW 749	42 Retired
CB&KC	2	Manchester	1885	CB&KC 822		43 Retired
CB&N	60	Rhd. I. #1617	1886	CB&N 938	CB&Q 938	
H&StJ	22	Hannibal	1886	H&StJ 622	KCStJ&CB 546	44 Reb. to A-2 \$471
H&StJ	24	Hannibal	1886	H&StJ 624		45 Reb. to A-2 \$455
H&StJ	30	Hannibal	1886	H&StJ 630		46 Retired
H&StJ	34	Aurora	1886	H&StJ 634		47 Retired
H&StJ	35	Aurora	1886	H&StJ 635		48 Retired 1909
						49 Reb. to A-2 \$399

K. C. St. J. & C. B. #41 probably Manchester #1148. Orig. CB&Q #286
H. & St. J. #31 probably Manchester #1227. Orig. H. & St. J. #3
H. & St. J. #67 probably Manchester #1228. Orig. H. & St. J. #5
C. B. & K. C. #2 probably Manchester #1220. Orig. C. B. & Q. #427

Class A-1, 4-4-0

Original	No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904	
H&St]	44	Hannibal	1886	H&St]	644	KCStJ&CB 644	50 Retired 1911
H&St]	15	Aurora	1886	H&St]	675		51 Retired
H&St]	16	Aurora	1886	H&St]	676		52 Retired
H&St]	19	Aurora	1886	H&St]	679		53 Retired 1910
H&St]	20	Aurora	1886	H&St]	680		54 Reb. to A-2 #400
StL K&NW	24	Hannibal	1886	St'NW	724		55 Reb. to A-2 #473
StL K&NW	25	Hannibal	1886	St'NW	725		56 Retired 1911
StL K&NW	2	Aurora	1886	St'NW	728		57 Reb. to A-2 #401
StL K&NW	16	Aurora	1886	St'NW	741		58 Reb. to A-2 #456
CB&N	68	Rhd. I. #1625	1886	CB&N	946	CB&Q 946	
KCStJ&CB	10	St. Joseph	1886	KC'CB	542	StL K&NW 748	59 Reb. to A-2 #402
CB&N	61	Rhd. I. #1618	1886	CB&N	939	K&W 21, K&W 827	60 Retired
						CB&Q 939, KCStJ&CB 547, K&W 30, K&W 830	
CB&N	1	Rhd. I. #1579	1886	CB&N	916	CB&Q 916	61 Retired
CB&N	2	Rhd. I. #1580	1886	CB&N	917	CB&Q 917	62 Reb. to A-2 #376
CB&N	3	Rhd. I. #1630	1886	CB&N	918	CB&Q 918	63 Retired 1900
CB&N	4	Rhd. I. #1631	1886	CB&N	919	CB&Q 919	64 Reb. to A-2 #379
CB&N	5	Rhd. I. #1632	1886	CB&N	920	CB&Q 920	65 Reb. to A-2 #403
CB&N	6	Rhd. I. #1633	1886	CB&N	921	CB&Q 921	66 Reb. to A-2 #469
CB&N	7	Rhd. I. #1634	1886	CB&N	922	CB&Q 922	67 Reb. to A-2 #404
CB&N	8	Rhd. I. #1635	1886	CB&N	923	CB&Q 923	68 Retired
CB&N	9	Rhd. I. #1636	1886	CB&N	924	CB&Q 924	69 Reb. to A-2 #377
CB&N	10	Rhd. I. #1637	1886	CB&N	925	CB&Q 925	70 Reb. to A-2 #457
CB&N	50	Rhd. I. #1581	1886	CB&N	928	CB&Q 928	71 Reb. to A-2 #462
CB&N	51	Rhd. I. #1582	1886	CB&N	929	CB&Q 929	72 Reb. to A-2 #405
CB&N	52	Rhd. I. #1583	1886	CB&N	930	CB&Q 930	73 Reb. to A-2 #406
CB&N	53	Rhd. I. #1604	1886	CB&N	931	CB&Q 931	74 Retired
CB&N	54	Rhd. I. #1605	1886	CB&N	932	CB&Q 932	75 Reb. to A-2 #468
CB&N	55	Rhd. I. #1606	1886	CB&N	933	CB&Q 933	76 Retired
CB&N	56	Rhd. I. #1613	1886	CB&N	934	CB&Q 934	77 Retired
CB&N	57	Rhd. I. #1614	1886	CB&N	935	CB&Q 935	78 Retired 6-24
CB&N	58	Rhd. I. #1615	1886	CB&N	936	CB&Q 936	79 Retired
CB&N	59	Rhd. I. #1616	1886	CB&N	937	CB&Q 937	80 Reb. to A-2 #407
CB&N	62	Rhd. I. #1619	1886	CB&N	940	CB&Q 940	81 Reb. to A-2 #408
CB&N	63	Rhd. I. #1620	1886	CB&N	941	CB&Q 941	82 Reb. to A-2 #475
CB&N	64	Rhd. I. #1621	1886	CB&N	942	CB&Q 942	83 Reb. to A-2 #409
CB&N	65	Rhd. I. #1622	1886	CB&N	943	CB&Q 943	84 Retired 12-22
CB&N	66	Rhd. I. #1623	1886	CB&N	944	CB&Q 944	85 Retired
CB&N	67	Rhd. I. #1624	1886	CB&N	945	CB&Q 945	86 Retired 4-23
CB&N	69	Rhd. I. #1626	1886	CB&N	947	CB&Q 947	87 Reb. to A-2 #463
CB&N	70	Rhd. I. #1627	1886	CB&N	948	CB&Q 948	88 Retired 4-23
CB&N	71	Rhd. I. #1628	1886	CB&N	949	CB&Q 949	89 Reb. to A-2 #410
CB&N	72	Rhd. I. #1629	1886	CB&N	950	CB&Q 950	90 Retired
CB&Q	90	Aurora	1886	CB&Q	1090		91 Reb. to A-2 #411
CB&Q	130	Aurora	1886	CB&Q	1130		92 Reb. to A-2 #412
CB&Q	138	Aurora	1886	CB&Q	1138		93 Reb. to A-2 #413
CB&Q	191	Aurora	1886	CB&Q	1191		94 Retired
CB&Q	256	W. B. Shops	1886	CB&Q	1256		95 Retired
CB&Q	259	W. B. Shops	1886	CB&Q	1259		96 Retired 4-23
CB&Q	292	W. B. Shops	1886	CB&Q	1292		97 Retired
CB&Q	357	W. B. Shops	1886	CB&Q	1357		98 Reb. to A-2 #380
CB&Q	378	Aurora	1886	CB&Q	1378		99 Reb. to A-2 #381
CB&Q	619	Aurora	1886	CB&Q	1619		100 Retired
							101 Reb. to A-2 #414

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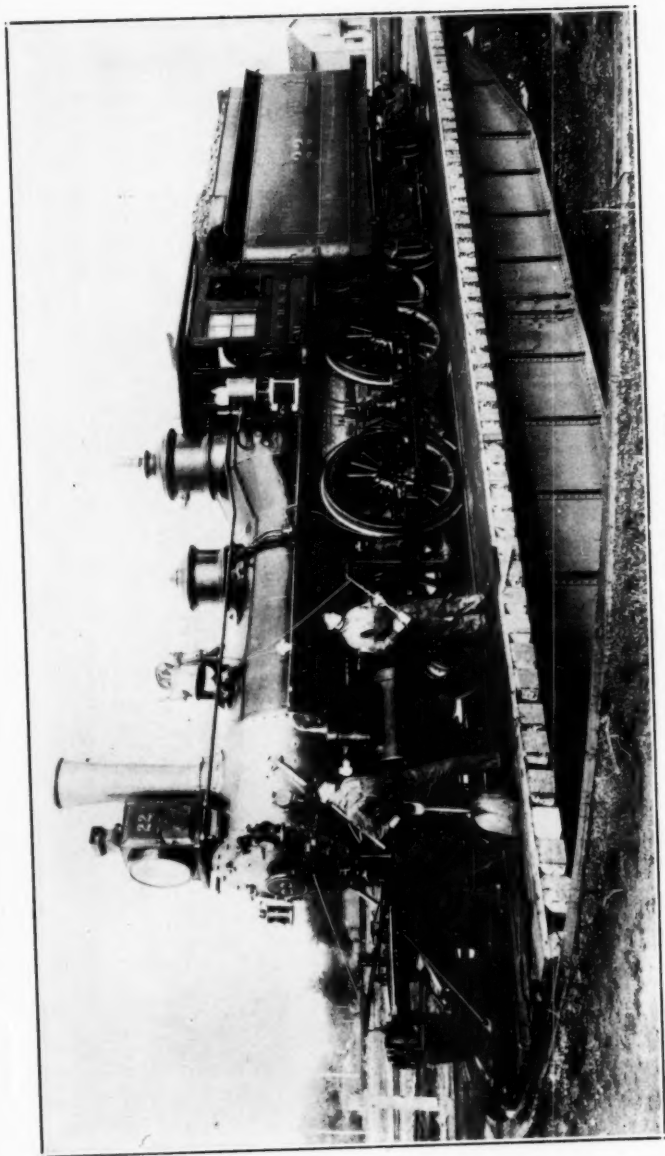
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C. B. & Q. 22. A-1. Galesburg Shops, 1885.

Original No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904	Retired
CB&Q	620	Aurora	1886	CB&Q	1620	102 Reb. to A-2 #415
CB&Q	50	Aurora	1887	CB&Q	1050	103 Retired
CB&Q	148	W. B. Shops	1887	CB&Q	1148	104 Retired
CB&Q	194	W. B. Shops	1887	CB&Q	1194	105 Reb. to A-2 #467
CB&Q	282	W. B. Shops	1887	CB&Q	1282	106 Retired 1912
CB&Q	358	W. B. Shops	1887	CB&Q	1358	107 Reb. to A-2 #416
CB&N	11	Rhd. I. #1638	1886	CB&N	926	CB&Q 1362, 8-98
CB&N	12	Rhd. I. #1639	1886	CB&N	927	CB&Q 1373, 8-98
CB&Q	610	Aurora	1887	CB&Q	1610	108 Retired 1911
CB&Q	616	Aurora	1887	CB&Q	1616	109 Retired
KCStJ&CB	3	Aurora	1887	KC'CB	528	110 Reb. to A-2 #417
KCStJ&CB	4	St. Joseph	1887	KC'CB	531	111 Reb. to A-2 #382
KCStJ&CB	9	Co. Shops	1887	KC'CB	539	112 Retired 4-23
H&StJ	21	Hannibal	1887	H&StJ	621	113 Reb. to A-2 #466
H&StJ	25	Aurora	1887	H&StJ	625	114 Reb. to A-2 #465
H&StJ	26	Hannibal	1887	H&StJ	626	115 Reb. to A-2 #418
H&StJ	27	Hannibal	1887	H&StJ	627	116 Retired 1910
H&StJ	29	Hannibal	1887	H&StJ	629	117 Retired 6-24
H&StJ	18	Hannibal	1887	H&StJ	678	118 Reb. to A-2 #458
StLK&NW	22	Hannibal	1887	St'NW	722	119 Retired 1910
B&MR	163	W. B. Shops	1887	B&MR	163	120 Retired
B&MR	164	W. B. Shops	1887	B&MR	164	121 Reb. to A-2 #419
B&MR	157	Aurora	1887	B&MR	157	122 Reb. to A-2 #452
B&MR	158	Aurora	1887	B&MR	158	123 Reb. to A-2 #420
B&MR	160	Aurora	1887	B&MR	160	124 Reb. to A-2 #445
B&MR	161	Aurora	1887	B&MR	161	125 Reb. to A-2 #421
B&MR	165	W. B. Shops	1887	B&MR	165	126 Retired
B&MR	167	W. B. Shops	1887	B&MR	167	127 Reb. to A-2 #446
B&MR	203	Manch. #1390	1888	B&MR	203	128 Retired
B&MR	204	Manch. #1391	1888	B&MR	204	129 Reb. to A-2 #388
B&MR	205	Manch. #1376	1888	B&MR	205	130 Reb. to A-2 #422
B&MR	206	Manch. #1377	1888	B&MR	206	131 Retired
B&MR	207	Manch. #1378	1888	B&MR	207	132 Reb. to A-2 #450
B&MR	211	Manch. #1382	1888	B&MR	211	133 Reb. to A-2 #389
B&MR	212	Manch. #1383	1888	B&MR	212	134 Reb. to A-2 #423
B&MR	23	Plattsmouth	1888	B&MR	23	135 Reb. to A-2 #451
H&StJ	45	Hannibal	1888	H&StJ	652	136 Retired
H&StJ	42	Aurora	1888	H&StJ	642	137 Reb. to A-2 #424
H&StJ	43	Aurora	1888	H&StJ	643	138 Reb. to A-2 #425
H&StJ	68	Aurora	1888	H&StJ	668	139 Reb. to A-2 #383
B&MR	221	Rhd. I. #2178	1889	B&MR	221	140 Retired
B&MR	222	Rhd. I. #2179	1889	B&MR	222	141 Reb. to A-2 #459
B&MR	224	Rhd. I. #2181	1889	B&MR	224	142 Retired
B&MR	225	Rhd. I. #2182	1889	B&MR	225	143 Reb. to A-2 #442
B&MR	226	Rhd. I. #2183	1889	B&MR	226	144 Retired
B&MR	227	Rhd. I. #2184	1889	B&MR	227	145 Reb. to A-2 #426
B&MR	228	Rhd. I. #2185	1889	B&MR	228	146 Reb. to A-2 #427
B&MR	229	Rhd. I. #2186	1889	B&MR	229	147 Retired
H&StJ	40	Hannibal	1890	H&StJ	640	148 Retired 6-27
H&StJ	54	Hannibal	1890	H&StJ	654	149 Reb. to A-2 #428
H&StJ	62	Hannibal	1890	H&StJ	662	150 Retired 1909
CB&Q	157	Co. Shops	1881	CB&Q	1157	151 Reb. to A-2 #460
						152 Reb. to A-2 #429
						153 Retired 12-22
	Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
	18"x24"	69"	54,500#	82,800#	13,900#	145#
	18"x24"	64"	54,500#	82,800#	14,900#	145#

Class A-2, 4-4-0

Original	No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904
*CB&Q	247	Manch. #110	1868	CB&Q 1247		200 Retired 1910
*CB&Q	248	Manch. #128	1868	CB&Q 1248		201 Retired
*CB&Q	252	Manch. #141	1869	CB&Q 1252		202 Retired 4-23
CB&Q	217	Hinkley, Wms.	1870	CB&Q 1217		203 Retired
CB&Q	218	Hinkley, Wms.	1870	CB&Q 1218		204 Retired
*CB&Q	372	Lancaster	1870	CB&Q 1372		205 Retired
*CB&Q	289	Manchester	1871	CB&Q 1289		206 Retired
*CB&Q	300	Manchester	1872	CB&Q 1300		207 Retired
CB&Q	214	Manch. #507	1873	CB&Q 1214		208 Retired 1910
CB&Q	228	Manch. #680	1874	CB&Q 1228		209 Retired
CB&Q	229	Manch. #681	1874	CB&Q 1229		210 Retired 1910
CB&Q	8	Aurora	1878	CB&Q 1008		211 Retired
CB&Q	16	Aurora	1878	CB&Q 1016		212 Retired
CB&Q	72	Aurora	1878	CB&Q 1072		213 Retired 5-17
CB&Q	101	Aurora	1878	CB&Q 1101		214 Retired
CB&Q	308	Aurora	1878	CB&Q 1308		215 Retired
CB&Q	311	Manch. #749	1878	CB&Q 1311		216 Retired
CB&Q	313	Manch. #758	1878	CB&Q 1313		217 Retired
I&StL	2	Baldwin	1878	Acq'd 1903		218 Retired
StL&K&NW	19	Baldwin	1879	St'NW 744		219 Retired 12-22
CB&Q	340	Bald. #4773	1879	CB&Q 1340	StL&K&NW 750, CB&KC 750 CB&KC 824	220 Retired 9-18 221 Retired 1909 222 Retired 223 Retired 1911 224 Retired 1912 225 Retired 226 Retired 1910 227 Retired 228 Retired 12-22 229 Retired 230 Retired 10-17 231 Reb. to A-2 #384 232 Retired 1910 233 Retired 234 Sold 9-13-12 235 Retired 1910 236 Reb. to A-2 #385 237 Retired 9-18 238 Retired 239 Reb. to A-2 #386 240 Retired 1909 241 Retired 1910 242 Reb. to A-2 #430 243 Retired 244 Retired 1909 245 Retired 1912 246 Retired 5-18
CB&Q	323	Bald. #4705	1879	CB&Q 1323		
CB&Q	59	Aurora	1879	CB&Q 1059		
CB&Q	66	W. B. Shops	1879	CB&Q 1066		
CB&Q	118	Galesburg	1879	CB&Q 1118		
CB&Q	175	Co. Shops	1879	CB&Q 1175		
CB&Q	309	Aurora	1879	CB&Q 1309		
CB&Q	310	Aurora	1879	CB&Q 1310		
CB&Q	318	Bald. #4697	1879	CB&Q 1318		
CB&Q	319	Bald. #4698	1879	CB&Q 1319		
CB&Q	320	Bald. #4700	1879	CB&Q 1320		
CB&Q	321	Bald. #4701	1879	CB&Q 1321		
CB&Q	322	Bald. #4702	1879	CB&Q 1322		
CB&Q	327	Manch. #763	1879	CB&Q 1327		
CB&Q	329	Manch. #765	1879	CB&Q 1329		
CB&Q	330	Manch. #766	1879	CB&Q 1330		
CB&Q	331	Manch. #767	1879	CB&Q 1331		
CB&Q	333	Manch. #769	1879	CB&Q 1333		
CB&Q	337	Bald. #4769	1879	CB&Q 1337		
CB&Q	339	Bald. #4771	1879	CB&Q 1339		
CB&Q	341	Bald. #4777	1879	CB&Q 1341		
CB&Q	13	Galesburg	1880	CB&Q 1013		
CB&Q	30	Co. Shops	1880	CB&Q 1030		
CB&Q	34	Co. Shops	1880	CB&Q 1034		
CB&Q	38	Aurora	1880	CB&Q 1038		
*CB&Q	360	Aurora	1880	CB&Q 1360		
*CB&Q	375	Aurora	1880	CB&Q 1375		

- *#247 from original B. & M. R. in 1875. Engine "Abraham Lincoln."
- *#248 from original B. & M. R. in 1875. Engine "General Grant."
- *#252 from original B. & M. R. in 1875. Engine "F. W. Grimes."
- *#289 and #300 from original B. & M. R. in 1875. Names unknown.
- *#372 from St. Louis, Rock Island & Chicago about 1879. Was #22.
- *#360 from St. L. R. I. & C. Built originally by Danforth Cooke 1869. #10.
- *#375 from St. L. R. I. & C. Built originally by Danforth Cooke 1870. #25.
- St. L. K. & N. W. #19 formerly C. B. & Q. engine.
- *#234 (1904 No.) sold to Q. O. & K. C. R. R. Became Q. O. & K. C. #12.

Class A-2, 4-4-0

Original	No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904
B&MR	43	Manchester	1880	B&MR 43		247 Retired
B&MR	49	Manchester	1880	B&MR 49		248 Retired 8-05
CB&Q	41	Galesburg	1881	CB&Q 1041		249 Retired
CB&Q	151	Co. Shops	1881	CB&Q 1151		250 Retired
CB&Q	158	Aurora	1881	CB&Q 1158		252 Retired 1910
*CB&Q	366	Co. Shops	1881	CB&Q 1366		253 Retired 1909
*CB&Q	368	Aurora	1881	CB&Q 1368		254 Retired 1910
*CB&Q	377	Galesburg	1881	CB&Q 1377		255 Retired 1911
CB&Q	399	Manch. #887	1881	CB&Q 1399		256 Retired 1911
CB&Q	400	Manch. #888	1881	CB&Q 1400		257 Retired 1909
CB&Q	401	Manch. #889	1881	CB&Q 1401		258 Retired
CB&Q	403	Manch. #891	1881	CB&Q 1403		259 Retired
CB&Q	404	Manch. #892	1881	CB&Q 1404		260 Retired 1910
CB&Q	406	Manch. #894	1881	CB&Q 1406		261 Retired 10-18
CB&Q	407	Manch. #885	1881	CB&Q 1407		262 Retired
CB&Q	408	Change to				
StLK&NW	18	Manch. #886	1881	St'NW 743	CB&KC 743	263 Retired
CB&Q	405	Manch. #893	1881	CB&Q 1405	StLK&NW 751, CB&KC 751	264 Retired
KCStJ&CB	1	St. Joseph	1882	KC'CB 526		265 Retired
CB&Q	116	Aurora	1882	CB&Q 1116	KCStJ&CB 551	266 Retired 1910
K&W	27	Pittsburgh	1882	Acq'd 1903		267 Retired
K&W	29	Pittsburgh	1882	Acq'd 1903		268 Retired
CB&Q	55	Galesburg	1882	CB&Q 1055		269 Retired 1909
CB&Q	154	Co. Shops	1882	CB&Q 1154		270 Retired 12-22
CB&Q	155	Co. Shops	1882	CB&Q 1155		271 Retired 1910
CB&Q	169	Co. Shops	1882	CB&Q 1169		272 Retired 7-18
CB&Q	427	Manchester	1882	CB&Q 1427		273 Reb. to A-2 #431
CB&Q	428	Manch. #1150	1883	CB&Q 1428		274 Retired 1911
CB&Q	604	Pittsburgh	1882	CB&Q 1604		275 Retired
CB&Q	605	Pittsburgh	1882	CB&Q 1605		276 Retired
CB&Q	606	Pittsburgh	1882	CB&Q 1606		277 Retired
CB&Q	607	Pittsburgh	1882	CB&Q 1607		278 Retired
B&MR	80	Manchester	1882	B&MR 80		279 Retired
B&MR	81	Manchester	1882	B&MR 81		280 Retired 5-18
CB&Q	437	Changed '84 to				
B&MR	130	Hinkley	1883	B&MR 130		281 Retired
CB&Q	142	Aurora	1883	CB&Q 1142		282 Retired 1910
CB&Q	152	Aurora	1883	CB&Q 1152		283 Retired
CB&Q	156	Aurora	1883	CB&Q 1156		284 Reb. to A-2 #432
CB&Q	209	Aurora	1883	CB&Q 1209		285 Retired 1911
CB&Q	237	W. B. Shops	1883	CB&Q 1237		286 Retired 1909
CB&Q	429	Manch. #1151	1883	CB&Q 1429		287 Retired
CB&Q	430	Manch. #1152	1883	CB&Q 1430		288 Reb. to A-2 #433
CB&Q	432	Manch. #1154	1883	CB&Q 1432		289 Retired
KCStJ&CB	40	Manchester	1883	KC'CB 540		290 Retired 1910
CB&Q	431	Manch. #1153	1883	CB&Q 1431	StLK&NW 752, CB&KC 752	291 Retired 1910
CB&Q	433	Manch. #1155	1883	CB&Q 1433	CB&KC 825	292 Retired 1910
K&W	24	Pittsburgh	1884		K&W 836, 1903	293 Retired 1910

*#366 from St. L. R. I. & C., original builder Danforth Cooke 1869. Was #16.
 #368 from St. L. R. I. & C., original builder Lancaster 1870. Was #18.
 #377 from St. L. R. I. & Co., original builder Danforth Cooke 1870. Was #27.
 #604 to #607 probably from Humeston & Shenandoah R. R. acquired 1896.
 K. C. St. J. & C. B. #40 probably Manchester #1149, original C. B. & Q. #414.
 No #251 listed in 1904.

Class A-2, 4-4-0

Original	No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904
CB&Q	40	Galesburg	1884	CB&Q 1040		294 Reb. to A-2 #434
CB&Q	137	W. B. Shops	1884	CB&Q 1137		295 Reb. to A-2 #435
*CB&Q	280	W. B. Shops	1884	CB&Q 1280		296 Retired 1910
*CB&Q	365	Co. Shops	1884	CB&Q 1365		297 Retired
CB&Q	618	Aurora	1884	CB&Q 1618		298 Sold 8-13-12
B&MR	108	Manchester	1884	B&MR 108		299 Retired
B&MR	109	Manchester	1884	B&MR 109		300 Retired 6-05
B&MR	110	Manchester	1884	B&MR 110		301 Reb. to A-2 #390
B&MR	111	Manchester	1884	B&MR 111		302 Retired
B&MR	112	Manchester	1884	B&MR 112		303 Reb. to A-2 #436
B&MR	113	Manchester	1884	B&MR 113		304 Retired
B&MR	116	Manchester	1884	B&MR 116		305 Reb. to A-2 #447
B&MR	123	Hinkley	1884	B&MR 123		306 Reb. to A-2 #437
B&MR	100	Aurora	1884	B&MR 100		307 Retired
B&MR	101	Aurora	1884	B&MR 101		308 Retired 4-27-06
B&MR	102	Aurora	1884	B&MR 102		309 Reb. to A-2 #391
B&MR	105	Aurora	1884	B&MR 105		310 Retired 1911
B&MR	118	Aurora	1884	B&MR 118		311 Retired 10-05
B&MR	119	Aurora	1884	B&MR 119		312 Retired 8-07
B&MR	120	Aurora	1884	B&MR 120		313 Retired
B&MR	124	Hinkley	1884	B&MR 124		314 Retired
B&MR	125	Hinkley	1884	B&MR 125		315 Retired
B&MR	126	Hinkley	1884	B&MR 126		316 Retired 1910
B&MR	127	Hinkley	1884	B&MR 127		317 Reb. to A-2 #392
B&MR	128	Hinkley	1884	B&MR 128		318 Retired 9-19
CB&Q	436	Hinkley	1884	B&MR 129	(9-84)	319 Retired 1911
CB&Q	438	Hinkley	1884	B&MR 145	(5-86)	320 Reb. to A-2 #438
CB&Q	440	Hinkley	1884	B&MR 152	(6-86)	321 Reb. to A-2 #439
CB&Q	442	Hinkley	1884	B&MR 153	(6-86)	322 Retired
CB&Q	443	Hinkley	1884	B&MR 154	(7-86)	323 Retired 9-05
CB&Q	445	Hinkley	1884	B&MR 156	(7-86)	324 Reb. to A-2 #440
B&MR	140	Manch. #1238	1885	B&MR 140		325 Retired
CB&Q	436	Manch. #1221	1885	B&MR 146	(5-86)	326 Retired 8-19
CB&Q	437	Manch. #1222	1885	B&MR 149	(5-86)	327 Reb. to A-2 #441
CB&Q	434	Manch. #1156	1883	B&MR 150	(5-86)	328 Retired 8-19
CB&Q	79	Hinkley	1885	CB&Q 1079		329 Retired 1910
CB&Q	119	Manch. #1216	1885	CB&Q 1119		330 Retired
CB&Q	253	Hinkley	1885	CB&Q 1253		331 Retired 1909
CB&Q	356	Hinkley	1885	CB&Q 1356		332 Retired
CB&Q	458	Manch. #1223	1885	CB&Q 1458		333 Retired 1911
K&W	22	CB&Q Shops	1885		K&W 22 to 1904	334 Retired
K&W	26	CB&Q Shops	1885		K&W 26 to 1904	335 Retired
CB&Q	132	Aurora	1885	CB&Q 1132	CB&KC 823	336 Retired 1911
K&W	10	Pittsburgh	1885		K&W 832, 1903	337 Retired
K&W	11	Pittsburgh	1885		K&W 833, 1903	338 Retired
B&MR	20	Plattsmouth	1889	B&MR 20		339 Retired
CB&Q	240	W. B. Shops	1886	CB&Q 1240		340 Retired 7-18
		No numbers listed		from #340 to	#348 on 1904 list.	
CB&Q	167	W. B. Shops	1887	CB&Q 1167		348 Retired
B&MR	168	W. B. Shops	1887	B&MR 168		349 Retired
B&MR	208	Manch. #1379	1888	B&MR 208		350 Reb. to A-2 #448

**365 from St. L. R. I. & Co., original builder, Danforth Cooke 1869. Was #15.

#280 probably from original B. & M. R. in 1875.

K. & W. #22 and #26 transferred to C. B. & Q. in 1903 but retained K. & W. numbers until 1904. #298 (1904 No.) became Q. O. & K. C. #13.

Class A-2, 4-4-0

Original	No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904
B&MR	19	Plattsmouth	1889	B&MR	19	351 Reb. to A-2 #393
CB&Q	121	Aurora	1889	CB&Q	1121	352 Retired
H&StJ	64	Hannibal	1889	H&StJ	664	353 Reb. to A-2 #461
H&StJ	58	Hannibal	1890	H&StJ	658	354 Retired
H&StJ	50	Hannibal	1891	H&StJ	650	355 Retired 1911
H&StJ	53	Hannibal	1891	H&StJ	663	356 Reb. to A-2 #443
StL&NW	4	Hannibal	1891	St'NW	730	357 Retired 6-21
K&W	6	Pitts. #1268	1891			358 Retired
H&StJ	66	Aurora	1892	H&StJ	666	359 Reb. See note.
StL&NW	26	Hannibal	1892	St'NW	726	360 Retired 4-28
K&W	14	Pitts. #1344	1892			361 Retired
StL&NW	27	Hannibal	1893	St'NW	727	362 Retired 4-28
CB&Q	100	Aurora	1896	CB&Q	1100	363 Retired 9-29
CB&Q	168	Aurora	1896	CB&Q	1168	364 Retired 12-27
J&StL	9	Baldwin	1896			365 Retired 1909
B&MR	24	Manchester	1878	B&MR	24	366 Retired 4-28
B&MR	69	Manchester	1881	B&MR	69	367 Retired 12-28
B&MR	72	Manchester	1881	B&MR	72	368 Retired 4-28
B&MR	34	Plattsmouth	1880	B&MR	34	369 Retired 12-29
B&MR	5	Manchester	1870	B&MR	5	370 Retired 11-27
B&MR	7	Manchester	1870	B&MR	7	371 Retired 4-27
B&MR	57	Unknown		B&MR	57	372 Retired 8-27
SC&W	238	Rhd. Island	1890			373 Retired 7-18

#359 rebuilt at Denver, 6-32, for exhibition at the Century of Progress and lettered B. & M. R. #35.

The records are not clear on B. & M. R. 24, 69, 72, 34, 5, 7 and 57. These engines were either replaced by new engines or were rebuilt at the Havelock Shops in 1897.

The Sioux City & Western, Sioux City to Ashland, Nebr., with a branch to O'Neil was purchased by the Burlington in 1907.

Dimensions of Class A-2

Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
17"x24"	69"	53,600*	81,900*	12,300*	145*
17"x24"	64"	53,600*	81,900*	13,200*	145*

During the years from 1915 to 1918 the Burlington rebuilt a number of the Class A-1 and A-2 engines. These rebuilt engines were all classed as A-2. They were equipped with new boilers and in some cases with new cylinders. They made ideal engines for branch line service but, with the advent of the motor car, they were gradually retired, most of them being scrapped. Two were sold and several were made into inspection engines. They were renumbered, the numbers assigned being a continuance of the Class A-2 numbers. The following list of these engines given in numerical order of the new numbers, old numbers and class, date of rebuilding and retired dates, is a record of the last stand of the American type on the Burlington.

Rebuilt Class A-2

New No.	Old No.	Rebuilt	Date	Re-tired	New No.	Old No.	Rebuilt	Date	Re-tired
374	A-1	26	1915	5-27	425	A-1	138	St. Joseph	1917 8-29
375	A-1	24	1915	9-28	426	A-1	145	Havelock	1917 4-28
376	A-1	62 Aurora	1915	1-28	427	A-1	146	Havelock	1917 5-29
377	A-1	69 Aurora	1915	12-27	428	A-1	149	Havelock	1916 7-28
378	A-1	?	1915	12-27	429	A-1	152	Hannibal	1916 8-29
379	A-1	64 Galesburg	1916	Sold	430	A-2	242	Aurora	1916 4-29
		6-29 to Atlantic & Northern	1915	2-29	431	A-2	273	Grand Crossing	1916
380	A-1	98	1915	2-29	432	A-2	284	Aurora	1916 2-29
381	A-1	99	1915	1927	433	A-2	288	Creston	1916 8-27
382	A-1	111 Aurora	1915	9-29	434	A-2	294	W. Burlington	1916 6-27
383	A-1	139 Creston	1915	Sold	435	A-2	295	Aurora	1916 6-28
		7-28 to Galesburg Great Eastern	1915	Sold	436	A-2	303	Havelock	1916 4-28
384	A-2	231 St. Joseph	1915	6-27	437	A-2	306	Havelock	1917 9-27
385	A-2	236 Aurora	1915	12-27	438	A-2	320	Havelock	1916 8-30
386	A-2	239 Grand Crossing	1915	3-30	439	A-2	321	Havelock	1916 1927
387	A-1	13 Havelock	1915	12-31	440	A-2	324	Havelock	1916 7-26
388	A-1	129 Havelock	1915	12-31	441	A-2	327	Havelock	1916 6-27
389	A-1	133 Havelock	1915	11-33	442	A-1	143	Havelock	1916 11-29
390	A-2	301 Havelock	1915	9-29	443	A-2	356	Hannibal	1916 6-28
391	A-2	309 Havelock	1915	10-27	444	A-1	14	Havelock	1917 4-30
392	A-2	317 Havelock	1915	4-28	445	A-1	124	Havelock	1918 8-28
393	A-2	351 Havelock	1915	12-31	446	A-1	127	Havelock	1918 3-33
394	A-1	St. Joseph	1916	12-27	447	A-2	305	Havelock	1918 4-28
		(Probably rebuilt from #8)	1916	5-27	448	A-2	350	Havelock	1918 12-28
395	A-1	11 Creston	1916	5-27	449	A-1	18	Havelock	1917 7-28
396	A-1	25 Creston	1916	8-29	450	A-1	132	Havelock	1917 6-27
397	A-1	30 Creston	1916	8-30	451	A-1	135	Havelock	1918 8-31
398	A-1	36 W. Burlington	1916	2-28	452	A-1	122	Havelock	1918 3-33
399	A-1	49 Aurora	1916	3-29	453	A-1	16	Havelock	1918 9-29
400	A-1	54 W. Burlington	1916	9-28	454	A-1	4	Havelock	1918 6-28
401	A-1	57 Aurora	1916	9-28	455	A-1	45	Aurora	1918 7-33
402	A-1	59 Aurora	1916	7-31	456	A-1	58	Aurora	1917 2-31
403	A-1	65 W. Burlington	1916	1927	457	A-1	70	Aurora	1918 6-28
404	A-1	67 W. Burlington	1916	5-29	458	A-1	118	W. Burlington	1917 5-27
405	A-1	72 Aurora	1916	3-30	459	A-1	141	Aurora	1918 12-29
406	A-1	73 Aurora	1916	2-29	460	A-1	151	Aurora	1918 3-28
407	A-1	80 Beardstown	1916	7-29	461	A-2	353	Hannibal	1917 9-29
408	A-1	81 Beardstown	1916	10-30	462	A-1	71	W. Burlington	1917 10-30
409	A-1	83 W. Burlington	1916	7-29	463	A-1	87	Hannibal	1917 3-31
410	A-1	89 W. Burlington	1916	12-31	464	A-1	23	Hannibal	1917 9-27
411	A-1	91 Aurora	1916	9-28	465	A-1	114	Hannibal	1917 8-27
412	A-1	92 Aurora	1916	3-29	466	A-1	113	Hannibal	1917 10-30
413	A-1	93 Aurora	1916	3-33	467	A-1	105	Beardstown	1918 12-31
414	A-1	101 Hannibal	1916	8-28	468	A-1	75	Beardstown	1917 12-30
415	A-1	102 Aurora	1916	7-29	469	A-1	66	Aurora	1918 7-30
416	A-1	107 Aurora	1916	9-27	470	A-1	6	Hannibal	1918 3-33
417	A-1	110 Aurora	1916		471	A-1	44	Hannibal	1918 4-30
418	A-1	115 W. Burlington	1916	11-30	472	A-1	5	Grand Crossing	1918 6-28
419	A-1	121 Grand Crossing	1916	8-27	473	A-1	55	St. Joseph	1917 5-29
420	A-1	123 Havelock	1916	6-27	474	A-1	29	St. Joseph	1917 9-27
421	A-1	125 Havelock	1916	9-29	475	A-1	82	W. Burlington	1917 6-35
422	A-1	130 Havelock	1916	9-27	476	A-1	38	W. Burlington	1917 2-31
423	A-1	134 Havelock	1916	12-28	477	A-1	20	Aurora	1917 3-28
424	A-1	137 Havelock	1916	4-28	478	A-1	21	W. Burlington	1917 7-28
		Cyls.	Drs.	Wt., Drs.			Total	T. E.	B. P.
		17"x24"	69"	57,100#			94,000#	13,700#	160#
		17"x24"	64"	57,100#			94,000#	14,500#	160#

The former number of #378 is not on record. It was built originally by Rhode Island Works in 1886.

Class A-3, 4-4-0

Original	No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904	
J&StL	3	Baldwin			Acquired '03	400	Retired 5-24-07
CB&Q	281	Manchester	1870	CB&Q 1281		401	Retired
CB&Q	379	Danforth C	1870	CB&Q 1379		402	Retired
CB&Q	380	Danforth C	1870	CB&Q 1380		403	Retired
CB&Q	161	Manchester	1871	CB&Q 1161		404	Retired
CB&Q	287	Manchester	1871	CB&Q 1287		405	Retired
CB&Q	198	Manchester	1872	CB&Q 1198		406	Retired
CB&Q	212	Manch. #505	1873	CB&Q 1212		407	Retired
CB&Q	12	Galesburg	1874	CB&Q 1012		408	Retired
CB&Q	227	Manchester	1874	CB&Q 1227		409	Retired
CB&Q	109	Co. Shops	1877	CB&Q 1109		410	Retired 1912
CB&Q	26	Co. Shops	1878	CB&Q 1026		411	Retired
CB&Q	70	Galesburg	1878	CB&Q 1070		412	Retired 1912
CB&Q	200	Co. Shops	1878	CB&Q 1200		413	Retired
B&MR	26	Plattsburgh	1878	B&MR 26	B&MR 3200, '03	414	Retired 1912
CB&Q	362	Co. Shops	1879	CB&N 915	CB&Q 915, '99	415	Retired
CB&Q	44	Co. Shops	1879	CB&Q 1044		416	Retired
CB&Q	74	Co. Shops	1879	CB&Q 1074		417	Retired
CB&Q	56	Galesburg	1882	CB&Q 1056		418	Retired
CB&Q	242	Co. Shops	1882	CB&Q 1242		419	Ch. to #160 '16
							Retired
B&MR	79	Manchester	1882	B&MR 79		420	Retired 6-05
CB&Q	53	Co. Shops	1884	CB&Q 1053		421	Retired
B&MR	115	Manchester	1884	B&MR 115		422	Retired
B&MR	139	Manch. #1237	1885	B&MR 139		423	Retired
CB&Q	86	Co. Shops	1885	CB&Q 1086		424	Retired
CB&Q	370	Beardstown	1886	CB&Q 1370	Reb. Aurora '01	425	Ch. to #161 '16
							Retired 6-24
CB&Q	188	Co. Shops	1887	CB&N 913	CB&Q 913, '09	426	Retired

#281, #287 and #242 from the original B. & M. R. in 1875, #242 built originally by Manchester, Shop No. 74, 1866. Name, J. G. Reid. Was Class A-2 but later changed to A-3.

#379, #380, #362 and #370 from St. L. R. I. & C. originally. #362 built by Danforth Cooke in 1870 and #370 built by Lancaster in 1870.

A-3	Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
	16" x24"	69"	48,000*	72,000*	10,600*	145*
	16" x24"	64"	48,000*	72,000*	11,100*	145*
	16" x24"	61"	48,000*	72,000*	?	145*

#400, #401, #402, #405 and #415 had B. P., 130*.

Class A-4, 4-4-0

CB&Q	129	Baldwin	1869	CB&Q 1129	440	Retired
CB&Q	250	Manch. #130	1868	CB&Q 1250	441	Retired
CB&Q	58	Co. Shops	1869	CB&Q 1058	442	Retired
B&MR	18	Havelock	1897	B&MR 18	443	Retired
B&MR	54	Havelock	1897	B&MR 54	444	Retired

#250, engine Gen. Sherman from original B. & M. R. B. & M. R. #18 was Rogers engine from Nebr. R. R. and #54 was from A. & N. R. R. Both engines rebuilt at Havelock in 1897.

Class A-5, 4-4-0

Original	No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904	
CB&Q	602	Hinkley		CB&Q 1602		460	Retired 1909
CB&Q	361	Co. Shops	1879	CB&Q 1361		461	Retired
CB&Q	78	Co. Shops	1884	CB&Q 1078		462	Retired 1909
CB&Q	139	Aurora	1885	CB&Q 1139		463	Retired
CB&Q	97	Aurora	1896	CB&Q 1097		464	Ch. to #190, '16 Retired 6-24

#361 from St. L. R. I. & C., original builder Danforth Cooke, 1869.

	Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
Class A-4	14"x28"	64"	48,000#	71,650#	9,700#	160#
	14"x28"	67"	48,000#	71,650#	9,200#	160#
Class A-5	15"x22"	64"	48,400#	71,600#	9,500#	145#
	15"x22"	64"	48,400#	71,600#	10,400#	160#

#440, #461 and #463 had B. P., 145#.

Class A-6, 4-4-0

Original	No.	Builder	Date	No. Change 1898	New CB&Q No. 1904	No. Change 1916	Retired
CB&Q	612	Aurora	1892	CB&Q 1612	470	191	12-21
CB&Q	617	Aurora	1892	CB&Q 1617	471	192	5-29
CB&Q	550	Rogers #4849	1893	CB&Q 1550	472	193	12-22
Change '98 to '04							
H&StJ	633	Pitts. #1829	1898	KC'CB 633	473	194	7-28
H&StJ	636	Pitts. #1830	1898	KC'CB 636	474	195	7-29
H&StJ	645	Pitts. #1831	1898	KC'CB 645	475	196	6-27
H&StJ	653	Pitts. #1832	1898	KC'CB 653	476	197	12-22
StLK&NW	746	Pitts. #1833	1898		477	198	8-27
StLK&NW	747	Pitts. #1834	1898		478	199	6-27
DRI&NW	2	Baldwin #18650	1901	Acquired 1903	479	200	4-23
	Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.	
	18"x24"	69"	66,000#	100,000#	16,000#	180#	

As the numbers of the rebuilt Class A-2 engines were extended to 478 it became necessary to renumber Class A-6 engines as well as the two Class A-3 and one A-5 still in service in 1916.

The D. R. I. & N. W. engine was not built to the same design as the standard A-6, being built with wagon-type boiler. The standard Class A-6 had straight-top boilers and Belpaire fireboxes. These engines were originally known as Class M.

Class A-7, 4-4-0

I&StL #1 acquired in 1903 and changed to #491, in 1904. No further record.

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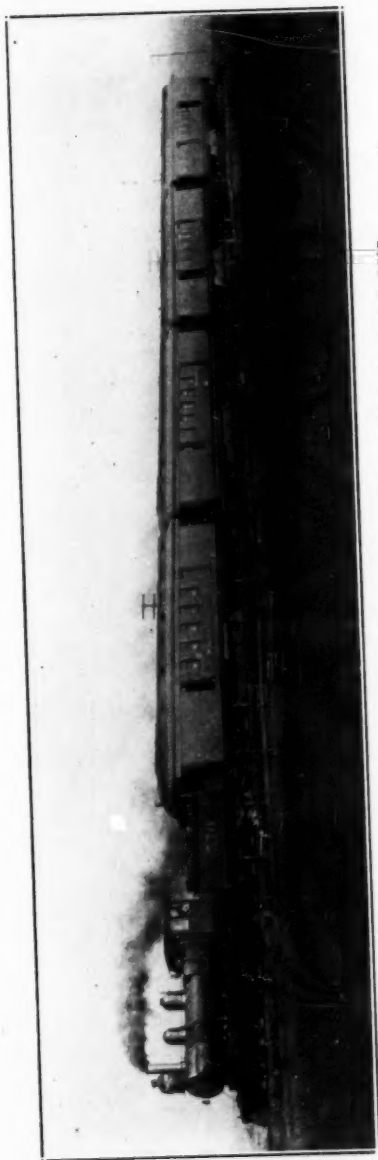
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C. B. & Q. 550. A-6. Rogers, 1893, on Fast Mail south of Council Bluffs, Ia., Sept. 5, 1897.

Class I-1, 0-6-2-T

Suburban

Original No.	Builder	Date	No. Change 1898	New CB&Q No. 1904	
CB&Q 83					
6-90 to 500	Aurora	1889	CB&Q 1500	500	Retired 1911
CB&Q 501	Aurora	1890	CB&Q 1501	501	Retired 1910
CB&Q 502	Aurora	1890	CB&Q 1502	502	Retired 1910
CB&Q 503	Aurora	1891	CB&Q 1503	503	Retired 1910
CB&Q 504	Aurora	1893	CB&Q 1504	504	Retired 1910
Cyls. 17"x22"		Drs. 56"	Wt., Drs. 94,000#	Total 113,000#	T. E. 15,500# B. P. 160#

NARROW GAUGE

Original No.	Builder	Date	Change 1901	New CB&Q No. 1904	
BH&FtP 2	Porter	1882	B&MR 493	530	Sold Fitzhugh Co. 12-04
BH&FtP 4	Porter	1890	B&MR 491	531	Sold Fitzhugh Co. 12-04
BH&FtP 5	Baldwin	1883	B&MR 490	532	Scrapped 1911
BH&FtP 7	Baldwin	1901	B&MR 488	533	Scrapped 11-30
BH&FtP 6	Baldwin	1900	B&MR 489	534	Scrapped 11-30
DC 3	Baldwin	1891	B&MR 498	535	Scrapped 1910
BH&FtP 3	Baldwin	1883	B&MR 492	536	Scrapped 4-24
DC 5	Baldwin	1896	B&MR 496	537	
DC 6	Baldwin	1900	B&MR 495	538	Scrapped 12-30
DC 2	Baldwin	1884	B&MR 499	539	Scrapped 1910
DC 1	Baldwin	1888	B&MR 500		Sold Fitzhugh Co. 5-03
DC 4	Baldwin	1889	B&MR 497		Scrapped 6-03
BH&FtP 1	Baldwin	?	B&MR 494		Scrapped 11-02

D. C. #1, #2 and #4, six drivers. #3, #5 and #6, eight drivers.

B. H. & Ft. P. #1, #2 and #4, six drivers, #3 and #8 eight drivers.

No data on #6 and #7.

D. C. #2 was Denver, Utah & Pacific #6, 1884 to 1890.

D. C. #4 was Denver, Utah & Pacific #3, 1889 to 1894.

Deadwood Central and Black Hills & Ft. Pierre, both three foot gauge, were acquired by the B. & M. R. in 1901.

C. B. & Q. #537 is still in service on Colorado & Southern.

Several of these narrow gauge engines were used on the Burlington's line from Englewood to Spearfish, S. D. in later years. This line was abandoned about 1930.

An interesting note in the records, "Deadwood Central engine #1 was taken into Deadwood with mule teams, Sept., 1888"

Class E-1, 0-4-0

Original No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904	Date Retired		
CB&Q	351	McKay & Aldus	1869	CB&Q	1351	550	1912	
CB&Q	62	Co. Shops	1874	CB&Q	1062	551	No. Rec.	
CB&Q	222	Aurora	1874	CB&Q	1222	552	No. Rec.	
CB&Q	19	Aurora	1875	CB&Q	1019	553	to #574 11-27	
CB&Q	23	Aurora	1875	CB&Q	1023	554	No. Rec.	
CB&Q	63	Aurora	1875	CB&Q	1063	555	No. Rec.	
CB&Q	24	Aurora	1876	CB&Q	1024	556	No. Rec.	
CB&Q	65	Aurora	1876	CB&Q	1065	557	No. Rec.	
CB&Q	5	Aurora	1878	CB&Q	1005	558	No. Rec.	
CB&Q	343	Aurora	1879	CB&Q	1343	559	No. Rec.	
CB&Q	14	Aurora	1879	CB&Q	1014	KCStJ&CB 518	560	No. Rec.
CB&Q	381	Aurora	1880	CB&Q	1381		561	1910
CB&Q	411	Aurora	1881	CB&Q	1411		562	No. Rec.
KCStJ&CB	39	Aurora	1881	KC'CB	509		563	No. Rec.
CB&Q	426	Aurora	1882	CB&Q	1426		564	1912
B&MR	93	Plattsmouth	1882	B&MR	93		565	No. Rec.
CB&Q	4	Aurora	1883	CB&Q	1004		566	No. Rec.
CB&Q	354	Aurora	1883	CB&Q	1354		567	1910
CB&Q	374	Aurora	1883	CB&Q	1374		568	No. Rec.
CB&Q	448	Aurora	1884	CB&Q	1448		569	1-26
B&MR	99	Plattsmouth	1884	B&MR	99		570	7-21
H&StJ	6	Aurora	1885	H&StJ	606	StLK&NW 606	571	12-16
B&MR	141	Plattsmouth	1886	B&MR	141		572	2-17
CB&N	101	Rhd. I. #1599	1886	CB&N	902	CB&Q 902	573	Sold 3-28
CB&N	103	Rhd. I. #1601	1886	CB&N	904	CB&Q 904	574	No. Rec.
CB&N	105	Rhd. I. #1603	1886	CB&N	906	CB&Q 906	575	No. Rec.
CB&Q	61	W. B. Shops	1887	CB&Q	1061		576	No. Rec.
CB&Q	186	Co. Shops	1888	CB&Q	1186		577	1912

C. B. & Q. #351 was originally St. Louis, Rock Island and Chicago #1, acquired by C. B. & Q. in 1879. K. C. St. J. & C. B. #39 was probably built originally for the C. B. & Q. The Burlington owned a great many of these small switchers, a considerable number of which were retired prior to 1904. Some were built with straight-top boilers and some with wagon-top boilers. The first engines built for the Burlington by the Baldwin Locomotive Works were two of this type.

#176 4-26-71 Shop No. 2424
#177 4-27-71 Shop No. 2426

Class E-1	Cyls. 16"x22"	Drs. 52"	Weight 60,000#	T. E. 13,300#	B. P. 145#
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Class L-1, 0-10-0

Original No.	Builder	Date	New CB&Q No. 1904	Date Retired
B&MR 273	Rogers #4504	1891	590	10-16
B&MR 274	Rogers #4505	1891	591	10-16
B&MR 275	Rogers #4525	1891	592	10-16

Cyls. 22"x28"	Drs. 50"	Weight 150,300#	T. E. 36,900#	B. P. 160#
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NEW LOCOMOTIVES ASSIGNED TO 500 SERIES

1919 and 1921

Class G-5, 0-6-0

No.	Builder	Date	Shop No.	No.	Builder	Date	Shop No
500	Cooke	1919	61380	505	Cooke	1919	61385
501	Cooke	1919	61381	506	Cooke	1919	61386
502	Cooke	1919	61382	507	Cooke	1919	61387
503	Cooke	1919	61383	508	Cooke	1919	61388
504	Cooke	1919	61384	509	Cooke	1919	61389

Cyls. 21"x28"	Drs. 52"	Weight 165,000*	T. E. 38,350*	B. P. 190*
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Class G-5-A, 0-6-0

510	Baldwin	1921	53983	518	Baldwin	1921	54190
511	Baldwin	1921	53976	519	Baldwin	1921	54191
512	Baldwin	1921	54028	520	Baldwin	1921	53979
513	Baldwin	1921	54029	521	Baldwin	1921	53980
514	Baldwin	1921	54050	522	Baldwin	1921	53982
515	Baldwin	1921	54132	523	Baldwin	1921	54195
516	Baldwin	1921	54133	524	Baldwin	1921	54196
517	Baldwin	1921	54134				

Cyls. 21"x28"	Drs. 52"	Weight 165,000*	T. E. 38,300*	B. P. 190"
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Class F-1, 0-8-0

540	Brooks	1919	61233	545	Brooks	1919	61238
541	Brooks	1919	61234	546	Brooks	1919	61239
542	Brooks	1919	61235	547	Brooks	1919	61240
543	Brooks	1919	61236	548	Brooks	1919	61241
544	Brooks	1919	61237	549	Brooks	1919	61242

Cyls. 25"x28"	Drs. 52"	Weight 214,000*	T. E. 50,060*	B. P. 175*
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Class G-5 and F-1 were built in accordance with the standards of the United States Railroad Administration. Class G-5-A were built to the same design as G-5 with certain details revised, the most notable change being the omission of the superheater.

REBUILT LOCOMOTIVES ASSIGNED TO 500 SERIES

1926 to 1930

Class F-2, 0-8-0, Rebuilt From Class T-1, 2-6-6-2

550	Rebuilt from #4003	9-26	Baldwin	#33986	1909
551	Rebuilt from #4006	3-27	Baldwin	#34021	1909
552	Rebuilt from #4005	5-27	Baldwin	#34020	1909
553	Rebuilt from #4002	7-27	Baldwin	#32724	1908
554	Rebuilt from #4007	8-27	Baldwin	#34029	1909
555	Rebuilt from #4000	8-27	Baldwin	#32722	1908
556	Rebuilt from #4004	12-27	Baldwin	#33987	1909

F-2	Cyls. 25"x32"	Drs. 56"	Weight 256,300#	T. E. 60,700#	B. P. 200#
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#550 has cyls. 24"x32"

Class G-10, 0-6-0, Rebuilt From Class R-4, 2-6-2

560	Rebuilt from #1950	12-28	Brooks	#30406	1905
561	Rebuilt from #1981	12-28	Brooks	#30437	1905
562	Rebuilt from #2034	12-28	Baldwin	#27419	1906
563	Rebuilt from #1905	12-28	Baldwin	#24463	1904
564	Rebuilt from #1920	12-28	Baldwin	#24496	1904
565	Rebuilt from #1908	7-29	Baldwin	#24466	1904
566	Rebuilt from #2006	7-29	Baldwin	#27250	1906
567	Rebuilt from #2021	8-29	Baldwin	#27357	1906
568	Rebuilt from #1902	8-29	Baldwin	#24457	1904
569	Rebuilt from #1976	8-29	Brooks	#30432	1905
570	Rebuilt from #2042	8-29	Baldwin	#27497	1906
571	Rebuilt from #1973	10-29	Brooks	#30429	1905
572	Rebuilt from #1900	11-29	Baldwin	#24436	1904
573	Rebuilt from #1969	11-29	Brooks	#30425	1905
574	Rebuilt from #2009	11-29	Baldwin	#27272	1906
575	Rebuilt from #1913	12-29	Baldwin	#24486	1904
576	Rebuilt from #1944	1-30	Brooks	#30400	1905
577	Rebuilt from #1936	4-30	Baldwin	#24568	1904
578	Rebuilt from #1945	12-29	Brooks	#30401	1905
579	Rebuilt from #2004	12-29	Baldwin	#27248	1906
580	Rebuilt from #1906	12-29	Baldwin	#24464	1904
581	Rebuilt from #2040	12-29	Baldwin	#27459	1906
582	Rebuilt from #1989	3-30	Brooks	#30445	1905
583	Rebuilt from #2041	3-30	Baldwin	#27496	1906
584	Rebuilt from #2035	3-30	Baldwin	#27421	1906
585	Rebuilt from #2031	3-30	Baldwin	#27403	1906
586	Rebuilt from #2048	4-30	Baldwin	#27540	1906
587	Rebuilt from #2001	4-30	Baldwin	#27245	1906
588	Rebuilt from #1932	4-30	Baldwin	#24542	1904
589	Rebuilt from #1921	4-30	Baldwin	#24497	1904
590	Rebuilt from #1926	4-30	Baldwin	#24513	1904
591	Rebuilt from #2032	8-30	Baldwin	#27418	1906
592	Rebuilt from #2047	8-30	Baldwin	#27539	1906
593	Rebuilt from #1923	8-30	Baldwin	#24506	1904
594	Rebuilt from #1929	11-30	Baldwin	#24529	1904

G-10	Cyls. 22"x28"	Drs. 52"	Weight 185,200#	T. E. 44,300#	B. P. 200#
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Class K-1, 4-6-0

Orig. No.	Builder	New CB&Q Date No., 1904		
B&MR 253	Baldwin #11496	1891	600	Retired 7-26
B&MR 254	Baldwin #11497	1891	601	Retired 12-21
B&MR 255	Baldwin #11498	1891	602	Retired 2-33
B&MR 256	Baldwin #11503	1891	603	Retired 2-33
B&MR 257	Baldwin #11506	1891	604	Retired 12-31
B&MR 258	Baldwin #11514	1891	605	Retired 4-31
B&MR 259	Baldwin #11515	1891	606	Retired 7-34
B&MR 260	Baldwin #11527	1891	607	Retired 5-33
B&MR 276	Rogers #4662	3-92	608	
B&MR 277	Rogers #4663	3-92	609	Retired 12-31
B&MR 278	Rogers #4664	3-92	610	Retired 8-29
B&MR 279	Rogers #4665	3-92	611	Retired 12-31
B&MR 280	Rogers #4666	3-92	612	
B&MR 281	Rogers #4678	3-92	613	Retired 3-31
B&MR 282	Rogers #4679	3-92	614	Retired 2-33
B&MR 283	Rogers #4680	3-92	615	
B&MR 284	Rogers #4681	3-92	616	Retired 8-31
B&MR 285	Rogers #4682	3-92	617	
B&MR 286	Rogers #4683	4-92	618	Retired 1-33
B&MR 287	Rogers #4684	4-92	619	Retired 5-33
B&MR 288	Rogers #4685	4-92	620	Retired 12-31
B&MR 289	Rogers #4686	4-92	621	Retired 12-33
B&MR 290	Rogers #4687	4-92	622	
B&MR 291	Rogers #4688	4-92	623	Retired 2-28
B&MR 292	Rogers #4693	4-92	624	Retired 10-33
B&MR 293	Rogers #4694	4-92	625	
B&MR 294	Rogers #4697	5-92	626	Retired 12-31
B&MR 295	Rogers #4702	5-92	627	

No change of numbers made on these engines in 1898.

Cyls.	Drs.	Wt. Drs.	Total	T. E.	B. P.
19" x 24"	58"	92,900#	121,400#	20,300#	160#
19" x 24"	64"	92,900#	121,400#	18,400#	160#

The Baldwin engines were built with 56" drivers while the Rogers engines were built with 64" drivers.

Class K-2, 4-6-0

B&MR 302	Rogers #4766	9-92	630	
B&MR 303	Rogers #4767	9-92	631	Retired 4-34
B&MR 304	Rogers #4768	9-92	632	
B&MR 305	Rogers #4772	10-92	633	
B&MR 306	Rogers #4773	10-92	634	
B&MR 307	Rogers #4774	10-92	635	Retired
B&MR 308	Rogers #4787	11-92	636	
B&MR 309	Rogers #4788	11-92	637	
B&MR 310	Rogers #4789	11-92	638	
B&MR 311	Rogers #4799	12-92	639	
B&MR 312	Rogers #4800	12-92	640	
B&MR 313	Rogers #4801	12-92	641	
B&MR 314	Rogers #4805	12-92	642	
B&MR 315	Rogers #4806	12-92	643	
B&MR 316	Rogers #4807	12-92	644	
B&MR 317	Rogers #4817	1-93	645	Retired 7-30
B&MR 318	Rogers #4818	1-93	646	

Orig. No.	Builder	Date	New CB&Q No., 1904		
B&MR 319	Rogers	#4819	1-93	647	
B&MR 320	Rogers	#4826	2-93	648	
B&MR 321	Rogers	#4827	2-93	649	
B&MR 322	Rogers	#4828	2-93	650	
B&MR 323	Rogers	#4829	2-93	651	
B&MR 324	Rogers	#4830	2-93	652	
B&MR 325	Rogers	#4831	2-93	653	
B&MR 326	Rogers	#4832	2-93	654	
B&MR 327	Grant	1893		655	
B&MR 328	Grant	1893		656	
B&MR 329	Grant	1893		657	
B&MR 4	Havelock	1895		658	
B&MR 6	Havelock	1895		659	
B&MR 8	Havelock	1895		660	
B&MR 9	Havelock	1895		661	
B&MR 12	W. B. Shops	1896		662	
B&MR 13	W. B. Shops	1896		663	
B&MR 14	W. B. Shops	1896		664	
B&MR 52	W. B. Shops	1896		665	
B&MR 55	W. B. Shops	1896		666	
B&MR 330	Havelock	1896		667	
B&MR 331	Havelock	1896		668	
B&MR 332	Havelock	1896		669	
Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
19"x24"	64"	100,700#	128,500#	20,700#	180#
19"x24"	58"	100,700#	128,500#	22,900#	180#

Rogers engines built with 64" drivers.

C. B. & Q. list of 1924 show #631, #665 and #667 as having 58" drivers.

Class K-3, 4-6-0

Orig. No.	Builder	Date	No. Change 1898	No. Change 1899	New CB&Q No. 1904	
CB&N 150	Hinkley	#1710 1887	CB&N 976	CB&Q 976	676	Retired
CB&N 153	Hinkley	#1713 1887	CB&N 977	CB&Q 977	677	Retired 10-16
CB&N 155	Hinkley	#1715 1887	CB&N 978	CB&Q 978	678	Retired 1911
CB&N 158	Hinkley	#1718 1887	CB&N 979	CB&Q 979	679	Retired 1911
CB&N 163	Hinkley	#1723 1887	CB&N 980	CB&Q 980	680	Retired
CB&N 151	Hinkley	#1711 1887	CB&N 981	CB&Q 981	681	Retired
CB&N 152	Hinkley	#1712 1887	CB&N 982	CB&Q 982	682	Retired 1911
CB&N 154	Hinkley	#1714 1887	CB&N 983	CB&Q 983	683	Retired 1911
CB&N 156	Hinkley	#1716 1887	CB&N 984	CB&Q 984	684	Retired 1912
CB&N 157	Hinkley	#1717 1887	CB&N 985	CB&Q 985	685	Retired
CB&N 159	Hinkley	#1719 1887	CB&N 986	CB&Q 986	686	Retired
CB&N 160	Hinkley	#1720 1887	CB&N 987	CB&Q 987	687	Retired
CB&N 161	Hinkley	#1721 1887	CB&N 988	CB&Q 988	688	Retired 1911
CB&N 162	Hinkley	#1722 1887	CB&N 989	CB&Q 989	689	Retired 1912
CB&N 164	Hinkley	#1724 1887	CB&N 990	CB&Q 990	690	Retired 12-22
Cyls. 19"x24"	Drs. 69"	Wt., Drs. 90,200#	Total 117,200#	T. E. 17,100#	B. P. 160#	
Cyls. 19"x24"	Drs. 64"	Wt., Drs. 90,200#	Total 117,200#	T. E. 18,400#	B. P. 160#	

There is evidence that some of these engines were used on the B. & M. R. about 1895 and had temporary numbers in 500 series. Also of a Class K-3 #691 owned in later years but no definite record is shown for these.

Class K-4, 4-6-0

Orig. No.	Builder	Date	No. Change 1903	New CB&Q No. 1904	
B&MR 1	Havelock	1900		700	
B&MR 15	Havelock	1900		701	
B&MR 27	Havelock	1900		702	
B&MR 29	Havelock	1900		703	
B&MR 59	Havelock	1900		704	
B&MR 74	Havelock	1900		705	
B&MR 75	Havelock	1900		706	
B&MR 90	Havelock	1901		707	
B&MR 41	Havelock	1901		708	Retired 12-31
B&MR 63	Havelock	1901		709	
B&MR 31	Havelock	1901		710	
B&MR 33	Havelock	1901		711	
B&MR 30	Havelock	1901		712	
B&MR 39	Havelock	1901		713	
B&MR 70	Havelock	1901		714	
B&MR 44	Havelock	1901		715	
B&MR 96	Havelock	1902		716	Retired 10-31
B&MR 64	Havelock	1902		717	
B&MR 38	Havelock	1902	B&MR 3686	718	
B&MR 40	Havelock	1903	B&MR 3687	719	
B&MR 47	Havelock	1903	B&MR 3688	720	Rebuilt to K-4-B. Retired
B&MR 3689	Havelock	1903		721	
B&MR 3690	Havelock	1903		722	
B&MR 3691	Havelock	1904		723	

Cyls. 19"x26"	Drs. 72"	Wt., Drs. 121,400*	Total 156,600*	T. E. 22,200*	B. P. 200*
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All 72 inch drivers replaced by 64 inch drivers in late years.

Class K-5, 4-6-0

Orig. No.	Builder	Date	
CB&Q 800	Havelock	1904	Retired 7-27
CB&Q 801	Havelock	1904	Retired 7-27
CB&Q 802	Havelock	1904	Changed to #808, Wymore 11-28, Retired 5-29
CB&Q 803	Havelock	1904	Retired 7-27
CB&Q 804	Havelock	1905	Retired
CB&Q 805	Havelock	1905	Retired 6-27
CB&Q 806	Havelock	1905	Retired 7-27
CB&Q 807	Havelock	1905	Retired 7-30

Cyls. 19"x26"	Drs. 69"	Wt., Drs. 121,700*	Total 175,000*	T. E. 23,300*	B. P. 200*
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This class built with wide firebox of Belpaire pattern.

Class K-6, 4-6-0

Orig. No.	Builder	Date	Change 1903	New CB&Q No. 1904
K&W 18	Rogers	#5186 1897	K&W 845	900
K&W 19	Rogers	#5187 1897	K&W 846	901
K&W 20	Rogers	#5188 1897	K&W 847	902

Class K-7, 4-6-0

K&W	15	Rogers	#5148	1896	K&W	848	910	
K&W	16	Rogers	#5149	1896	K&W	849	911	Sold 1907 to Fitzhugh Luther Co.
K&W	17	Rogers	#5150	1896	K&W	850	912	Sold 1907 to Fitzhugh Luther Co.

Class K-9, 4-6-0

J&StL	7	Rhode Island		1890		940
J&StL	8	Rhode Island		1890		941
			Cyls.	Drs.		
		K-6	16"x24"	54"		
		K-7	17"x24"	56"		
		K-9	18"x24"	56"		

No other data available. These engines were not built to Burlington standards. All were retired prior to 1917.

Jacksonville and St. Louis engines were acquired by the Burlington about 1903.

Class K-10, 4-6-0 Rebuilt From Class H-4, 2-6-0

		Rebuilt		Original Builder	
950	Rebuilt from #1245	Aurora	8-08	Rogers #5507	1900
951	Rebuilt from #1258	Aurora	9-08	Rogers #5513	1900
952	Rebuilt from #1256	Aurora	10-08	Rogers #5511	1900
953	Rebuilt from #1253	Aurora	10-08	W. B. Shops	1900
954	Rebuilt from #1244	Aurora	11-08	Rogers #5506	1900
955	Rebuilt from #1251	Aurora	12-08	W. B. Shops	1900
956	Rebuilt from #1259	Aurora	1-09	Rogers #5514	1900
957	Rebuilt from #1250	Aurora	2-09	W. B. Shops	1900
958	Rebuilt from #1249	Aurora	4-09	Aurora	1900
959	Rebuilt from #1222	Aurora	5-09	Bald. #17002	1899
960	Rebuilt from #1238	Havelock	8-08	Rogers #5525	1900
961	Rebuilt from #1243	Aurora	9-09	Rogers #5505	1900
962	Rebuilt from #1247	Aurora	9-09	Aurora	1900
963	Rebuilt from #1252	Aurora	11-09	W. B. Shops	1900
964	Rebuilt from #1246	Aurora	12-09	Aurora	1900
965	Rebuilt from #1221	Havelock	10-14	Bald. #17001	1899
966	Rebuilt from #1231	Havelock	10-14	Bald. #16970	1899
967	Rebuilt from #1229	Havelock	10-14	Bald. #16950	1899
968	Rebuilt from #1239	Havelock	10-14	Rogers #5526	1900
		Cyls.	Drs.	Wt., Drs.	Total
		19"x26"	64"	121,700#	161,000#
					T. E.
					24,900#
					B. P.
					200#

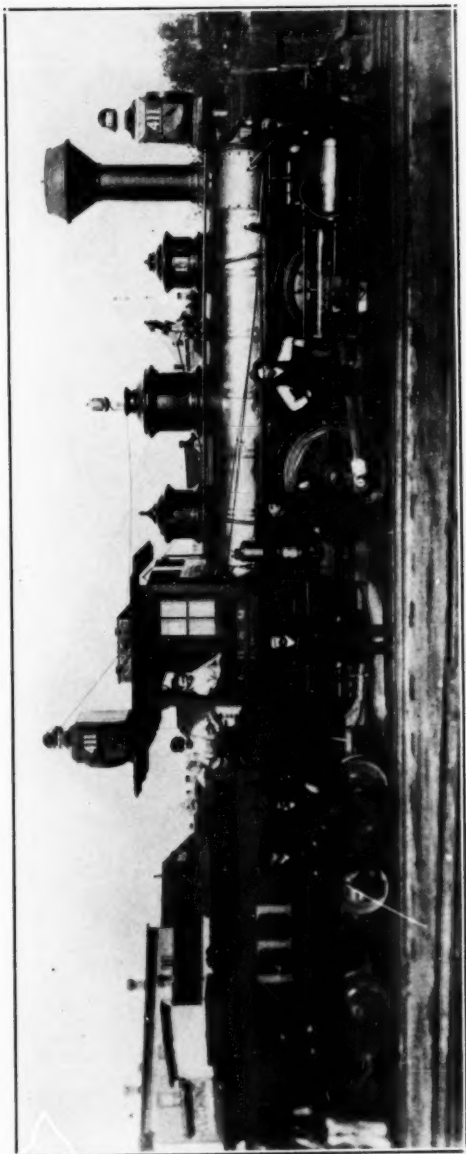
The Class K engine was designed for general road service on the Burlington and Missouri River Railroad, the first engines of this class being built in 1891. The design was very similar to the Class H engine. The boilers were straight-top type with Belpaire firebox. These engines were classed as K-1.

Classes K-2, K-4 and K-5 were modifications of the original design. Class K-4 was built for passenger service, having 72" drivers. This class was capable of making very high speed. Class K-5 was also designed for passenger service but the drivers were only 69".

The Class K-3 engines were built in 1887 for the Chicago, Burlington and Northern Railroad and did not come under the classification of the Burlington until 1898. These engines had wagon-top boilers and were built to designs that were entirely different from the Burlington and Missouri River engines.

Subsequent to the consolidation in 1904 a large number of the ten-wheelers were transferred to the eastern divisions. The suburban service at Chicago was handled for several years by Class K-1 and K-2 engines and later by engines of the K-10 class, the latter as late as 1930.

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C. B. & Q. 411 E-1 Aurora Shops, 1881.

Class H-1, 2-6-0

Orig. No.	Builder	Date	No. Change 1896	Changes 1896 to 1904	New CB&Q No. 1904	Date Retired
CB&Q 135	Aurora	1888	CB&Q 1135	H&StJ 683	1000	Sold 9-12
CB&Q 73	Aurora	1888	CB&Q 1073	H&StJ 682		
				KCStJ&CB 682	1001	9-27
CB&Q 202	W. B. Shops	1888	CB&Q 1202	H&StJ 684	1002	No Record
CB&Q 128	Aurora	1888	CB&Q 1128	StLK&NW 761	1003	9-28
CB&Q 125	Aurora	1888	CB&Q 1125	StLK&NW 763	1004	1-26
CB&Q 32	Aurora	1888	CB&Q 1032		1005	No Record
CB&Q 92	Co. Shops	1888	CB&Q 1092		1006	8-27
CB&Q 123	Aurora	1888	CB&Q 1123		1007	No Record
CB&Q 196	W. B. Shops	1888	CB&Q 1196		1008	4-26
CB&Q 141	W. B. Shops	1888	CB&Q 1141		1009	Sold 9-12
CB&Q 145	W. B. Shops	1889	CB&Q 1145		1010	5-27
CB&Q 163	Aurora	1889	CB&Q 1163		1011	7-24
CB&Q 178	W. B. Shops	1889	CB&Q 1178		1012	9-27
CB&Q 219	W. B. Shops	1889	CB&Q 1219		1013	6-26
CB&Q 234	W. B. Shops	1889	CB&Q 1234		1014	7-28
CB&Q 238	W. B. Shops	1889	CB&Q 1238		1015	No Record
B&MR 236	Aurora	1889	B&MR 236		1016	No Record
B&MR 237	Co. Shops	1889	B&MR 237		1017	2-26
B&MR 238	W. B. Shops	1889	B&MR 238		1018	10-20
B&MR 231	Rhd. Is. #2188	1889	B&MR 231		1019	1-11
B&MR 232	Rhd. I. #2189	1889	B&MR 232		1020	No Record
B&MR 233	Rhd. I. #2190	1889	B&MR 233		1021	7-26
B&MR 234	Rhd. I. #2191	1889	B&MR 234		1022	11-17
B&MR 235	Rhd. I. #2192	1889	B&MR 235		1023	11-17
B&MR 239	Aurora	1889	B&MR 239		1024	8-29
B&MR 240	Co. Shops	1889	B&MR 240		1025	No Record
B&MR 241	Bald. #11137	1889	B&MR 241		1026	6-26
B&MR 242	Bald. #11138	1889	B&MR 242		1027	No Record
B&MR 243	Bald. #11139	1889	B&MR 243		1028	6-23
B&MR 244	Bald. #11140	1889	B&MR 244		1029	6-23
B&MR 245	Bald. #11151	1889	B&MR 245		1030	No Record
B&MR 246	Bald. #11148	1889	B&MR 246		1031	6-23
B&MR 247	Bald. #11177	1889	B&MR 247		1032	11-20
B&MR 248	Bald. #11178	1889	B&MR 248		1033	No Record
CB&Q 207	W. B. Shops	1889	CB&Q 1207	KCStJ&CB 567	1034	No Record
CB&Q 235	W. B. Shops	1889	CB&Q 1235	KCStJ&CB 568	1035	1-26
CB&Q 290	W. B. Shops	1889	CB&Q 1290	KCStJ&CB 569	1036	12-22
CB&Q 302	W. B. Shops	1889	CB&Q 1302	StLK&NW 766	1037	1-26
CB&Q 164	Co. Shops	1890	CB&Q 1164	KCStJ&CB 565	1038	12-22
CB&Q 179	Bald. #11209	1890	CB&Q 1179	KCStJ&CB 566	1039	7-19
H&StJ 28	Co. Shops	1890	H&StJ 628		1040	1-26
H&StJ 10	Co. Shops	1890	H&StJ 648		1041	3-27
H&StJ 12	Co. Shops	1890	H&StJ 651		1042	11-28
H&StJ 11	Co. Shops	1890	H&StJ 656		1043	1-26
H&StJ 17	Co. Shops	1890	H&StJ 677		1044	10-28
CB&Q 304	Aurora	1890	CB&Q 1304	H&StJ 681	1045	6-23
CB&Q 243	Co. Shops	1890	CB&Q 1243	StLK&NW 760	1046	6-23
CB&Q 3	Aurora	1890	CB&Q 1003		1047	6-24
CB&Q 48	Aurora	1890	CB&Q 1048		1048	Sold 9-12
CB&Q 75	Aurora	1890	CB&Q 1075		1049	11-29
CB&Q 134	W. B. Shops	1890	CB&Q 1134		1050	3-27
CB&Q 144	Aurora	1890	CB&Q 1144		1051	7-26
CB&Q 232	W. B. Shops	1890	CB&Q 1232		1052	2-27
CB&Q 312	Aurora	1890	CB&Q 1312		1053	8-27
CB&Q 414	Bald. #11210	1890	CB&Q 1414		1054	3-28
B&MR 21	Aurora	1890	B&MR 21		1055	8-27

Class H-1, 2-6-0

Orig. No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904	Date Retired
B&MR	261 Rogers	#4506	1891	B&MR 261	1056	9-29
B&MR	262 Rogers	#4507	1891	B&MR 262	1057	11-29
B&MR	263 Rogers	#4508	1891	B&MR 263	1058	7-29
B&MR	264 Rogers	#4509	1891	B&MR 264	1059	1-27
B&MR	265 Rogers	#4521	1891	B&MR 265	1060	1-27
B&MR	266 Rogers	#4522	1891	B&MR 266	1061	7-27
B&MR	267 Rogers	#4523	1891	B&MR 267	1062	No Record
B&MR	268 Rogers	#4524	1891	B&MR 268	1063	10-27
B&MR	269 Rogers	#4533	1891	B&MR 269	1064	1-30
B&MR	270 Rogers	#4534	1891	B&MR 270	1065	No Record
B&MR	271 Rogers	#4535	1891	B&MR 271	1066	11-28
B&MR	272 Rogers	#4536	1891	B&MR 272	1067	5-28
CB&Q	47 Rogers	#4620	1891	CB&Q 1047	1068	8-28
CB&Q	99 Rogers	#4566	1891	CB&Q 1099	1069	12-27
CB&Q	208 Rogers	#4623	1891	CB&Q 1208	1070	9-27
CB&Q	254 W. B. Shops		1891	CB&Q 1254	1071	8-27
CB&Q	324 Co. Shops		1891	CB&Q 1324	1072	11-28
CB&Q	336 Aurora		1891	CB&Q 1336	1073	Sold 4-09
CB&Q	398 Rogers	#4595	1891	CB&Q 1398	1074	1-27
CB&Q	37 Rogers	#4565	1891	CB&Q 1037	1075	Sold 9-12
CB&Q	43 Rogers	#4619	1891	CB&Q 1043	1076	No Record
CB&Q	51 Rogers	#4621	1891	CB&Q 1051	1077	6-23
CB&Q	107 Rogers	#4594	1891	CB&Q 1107	1078	11-28
H&StJ	14 Rogers	#4543	1891	H&StJ 632	1079	12-27
H&StJ	46 Rogers	#4544	1891	H&StJ 646	1080	12-22
H&StJ	47 Rogers	#4545	1891	H&StJ 647	1081	6-26
H&StJ	76					
Ch. to	69 Rogers	#4573	1891	H&StJ 669	1082	5-27
H&StJ	70 Rogers	#4546	1891	H&StJ 670	1083	5-27
H&StJ	72 Rogers	#4596	1891	H&StJ 672	1084	Sold 9-12
H&StJ	73 Rogers	#4597	1891	H&StJ 673	1085	8-27
H&StJ	74 Rogers	#4572	1891	H&StJ 674	1086	6-27
CB&Q	203 W. B. Shops		1891	CB&Q 1203	1087	7-26
CB&Q	131 Rogers	#4622	1891	CB&Q 1131	1088	8-28
CB&Q	35 Rogers	#4624	1891	CB&Q 1035	1089	5-27
CB&Q	484 Rogers	#4671	1892	CB&Q 1484	1090	1-26
CB&Q	496 Rogers	#4705	1892	CB&Q 1496	1091	5-26
CB&Q	495 Rogers	#4704	1892	CB&Q 1495	1092	6-27
CB&Q	408 Co. Shops		1892	CB&Q 1408	1093	6-27
CB&Q	491 Rogers	#4692	1892	CB&Q 1491	1094	2-27
CB&Q	483 Rogers	#4657	1892	CB&Q 1483		
				839, StLK&NW		
				839	1095	7-28
CB&Q	150 Aurora		1892	CB&Q 1150	1096	5-27
CB&Q	480 Rogers	#4654	1892	CB&Q 1480	1097	7-26
CB&Q	481 Rogers	#4655	1892	CB&Q 1481	1098	Sold 9-12
CB&Q	482 Rogers	#4656	1892	CB&Q 1482	1099	3-28
CB&Q	485 Rogers	#4672	1892	CB&Q 1485	1100	7-29
CB&Q	486 Rogers	#4675	1892	CB&Q 1486	1101	2-27
CB&Q	487 Rogers	#4676	1892	CB&Q 1487	1102	3-26
CB&Q	488 Rogers	#4689	1892	CB&Q 1488	1103	4-27
CB&Q	489 Rogers	#4690	1892	CB&Q 1489	1104	6-24
CB&Q	490 Rogers	#4691	1892	CB&Q 1490	1105	4-27
CB&Q	492 Rogers	#4698	1892	CB&Q 1492	1106	11-27
CB&Q	493 Rogers	#4699	1892	CB&Q 1493	1107	1-27
CB&Q	494 Rogers	#4703	1892	CB&Q 1494	1108	4-26

Class H-1, 2-6-0

Original No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904	Date Retired
CB&Q 498	Rogers #4707	1892	CB&Q 1498		1109	5-28
CB&Q 499	Rogers #4708	1892	CB&Q 1499		1110	7-30
CB&Q 497	Rogers #4706	1892	CB&Q 1497		1111	7-19
CB&Q 211	Aurora	1895	CB&Q 1211		1112	8-27
CB&Q 364	Aurora	1895	CB&Q 1364	B&MR 385 ('01)	1113	7-27
	Rhode Island	1890			1114	
	Rhode Island	1890			1115	11-16

#1114 and #1115 do not appear on the 1904 list but do appear on later lists. There is no data on these engines in the records.

C. B. & Q. #211 and #364 were built as Class H-2 with Richmond compound cylinders. These were later changed to Class H-1, probaby when simplified.

Cyls. 19"x24"	Drs. 64"	Wt., Drs. 91,500#	Total 110,000#	T. E. 18,400#	B. P. 180#
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Dimensions are from a late list. Earlier lists show drivers of 62 and 68 inches.

#1073 was sold to the Wapello Coal Co. for a former Class G-1 engine and a cash consideration.

The following engines were sold to the Q. O. & K. C. R. R. in 1912. Numbers assigned by Q. O. & K. C. are as shown.

C. B. & Q. #1000	Q. O. & K. C. #40
C. B. & Q. #1009	Q. O. & K. C. #41
C. B. & Q. #1048	Q. O. & K. C. #42
C. B. & Q. #1075	Q. O. & K. C. #43
C. B. & Q. #1084	Q. O. & K. C. #44
C. B. & Q. #1098	Q. O. & K. C. #45

Class H-2, 2-6-0

Orig. No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904	Date Retired
CB&Q 83	Rogers #4745	1892	CB&Q 1083		1120	7-29
CB&Q 91	Rogers #4746	1892	CB&Q 1091		1121	3-29
CB&Q 510	Rogers #4747	1892	CB&Q 1510		1122	6-27
CB&Q 511	Rogers #4748	1892	CB&Q 1511		1123	3-30
CB&Q 512	Rogers #4753	1892	CB&Q 1512		1124	4-28
CB&Q 514	Rogers #4761	1892	CB&Q 1514		1125	1-28
CB&Q 515	Rogers #4781	1892	CB&Q 1515		1126	4-28
CB&Q 516	Rogers #4782	1892	CB&Q 1516		1127	5-27
CB&Q 517	Rogers #4783	1892	CB&Q 1517		1128	4-27
CB&Q 518	Rogers #4792	1892	CB&Q 1518		1129	3-28
CB&Q 519	Rogers #4793	1892	CB&Q 1519		1130	2-28
CB&Q 520	Rogers #4794	1892	CB&Q 1520		1131	8-27
CB&Q 521	Rogers #4803	1892	CB&Q 1521		1132	7-30
CB&Q 522	Rogers #4804	1892	CB&Q 1522		1133	12-31
CB&Q 523	Rogers #4811	1892	CB&Q 1523		1134	12-27
CB&Q 524	Rogers #4812	1892	CB&Q 1524		1135	8-27
H&StJ 49	Rogers #4784	1892	H&StJ 649		1136	11-28
H&StJ 55	Rogers #4802	1892	H&StJ 655		1137	1-30
H&StJ 71	Rogers #4813	1892	H&StJ 671		1138	6-27
CB&Q 513	Rogers #4754	1892	CB&Q 1513	H&StJ 688	1139	7-28
H&StJ 77						
Ch. to 60	Rogers #4835	1893	H&StJ 660		1140	3-30
CB&Q 530	Rogers #4825	1893	CB&Q 1530	H&StJ 689	1141	3-28
CB&Q 525	Rogers #4820	1893	CB&Q 1525		1142	11-29
CB&Q 526	Rogers #4821	1893	CB&Q 1526		1143	1-30
CB&Q 527	Rogers #4822	1893	CB&Q 1527		1144	11-29
CB&Q 528	Rogers #4823	1893	CB&Q 1528		1145	3-33
CB&Q 529	Rogers #4824	1893	CB&Q 1529		1146	8-29
CB&Q 531	Rogers #4833	1893	CB&Q 1531		1147	8-29
CB&Q 532	Rogers #4834	1893	CB&Q 1532		1148	7-29
CB&Q 80	Aurora	1895	CB&Q 1080		1149	11-28
CB&Q 140	Aurora	1895	CB&Q 1140		1150	5-29
CB&Q 165	W. B. Shops	1895	CB&Q 1165		1151	8-27
CB&Q 170	W. B. Shops	1893	CB&Q 1170		1152	12-30
CB&Q 189	Aurora	1895	CB&Q 1189		1153	5-30
CB&Q 201	W. B. Shops	1895	CB&Q 1201		1154	4-31
CB&Q 106	Aurora	1895	CB&Q 1106	B&MR 384	1155	5-27
H&StJ 61	Co. Shops	1895	H&StJ 661		1156	6-27
CB&Q 36	Co. Shops	1896	CB&Q 1036		1157	4-27
CB&Q 46	Aurora	1896	CB&Q 1046		1158	10-29
CB&Q 76	Co. Shops	1896	CB&Q 1076		1159	8-29
CB&Q 77	Aurora	1896	CB&Q 1077		1160	10-29

BUILT SUBSEQUENT TO NUMBER CHANGE OF 1898

Builder	Date	Orig. No.		
Pitts. #1827	1898	CB&Q 1021	1161	5-27
Pitts. #1823	1898	CB&Q 1031	1162	4-27
Aurora	1898	CB&Q 1039	1163	10-27
Pitts. #1828	1898	CB&Q 1045	1164	5-29
Aurora	1898	CB&Q 1054	1165	8-29
Pitts. #1818	1898	CB&Q 1166	1166	3-28
Aurora	1898	CB&Q 1103	1167	5-28
Pitts. #1824	1898	CB&Q 1108	1168	8-29
Aurora	1898	CB&Q 1114	1169	7-29

Class H-2, 2-6-0

Orig. No.	Builder	Date	New CB&Q No. 1904	Retired
CB&Q 1159	Pitts. #1825	1898	1170	8-27
CB&Q 1067	Pitts. #1817	1898	1171	11-28
CB&Q 1172	Co. Shops	1898	1172	7-29
CB&Q 1225	W. B. Shops	1898	1173	1-28
CB&Q 1174	Pitts. #1826	1898	1174	11-27
CB&Q 1226	Pitts. #1815	1898	1175	8-30
CB&Q 1230	W. B. Shops	1898	1176	4-27
CB&Q 1236	Pitts. #1821	1898	1177	1-30
CB&Q 1262	Aurora	1898	1178	11-28
CB&Q 1283	Pitts. #1816	1898	1179	3-27
CB&Q 1303	Pitts. #1819	1898	1180	7-29
CB&Q 1181	Pitts. #1820	1898	1181	3-27
CB&Q 1299	Pitts. #1822	1898	1182	11-28

Cyls. 19"x24"	Drs. 64"	Wt., Drs. 106,500*	Total 125,000*	T. E. 20,700*	B. P. 180*
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Dimensions are from late list. A great many of these engines were built with 69 inch drivers. #1045 built by Pittsburgh Works was built as a cross compound.

Class H-3, 2-6-0

Original No.	Builder	Date	New CB&Q No. 1904	Retired
CB&Q 1193	W. Burlington	1898	1200	12-31
CB&Q 1294	W. Burlington	1898	1201	9-29
CB&Q 1533	W. Burlington	1898	1202	2-31
CB&Q 1534	W. Burlington	1898	1203	3-30
CB&Q 1535	W. Burlington	1898	1204	12-30
CB&Q 1536	W. Burlington	1898	1205	9-29
CB&Q 1537	W. Burlington	1898	1206	11-29
CB&Q 1538	W. Burlington	1898	1207	11-33
CB&Q 1539	W. Burlington	1898	1208	10-30
CB&Q 1540	W. Burlington	1898	1209	12-31
CB&Q 1541	Aurora	1899	1210	7-31
CB&Q 1542	Aurora	1899	1211	10-29
CB&Q 1543	Aurora	1899	1212	3-33
CB&Q 1544	Aurora	1899	1213	9-29
CB&Q 1545	W. Burlington	1899	1214	12-29
CB&Q 1546	Aurora	1899	1215	5-33
CB&Q 1547	Aurora	1899	1216	7-33
CB&Q 1548	Aurora	1899	1217	12-30

Cyls. 19"x26"	Drs. 64"	Wt., Drs. 111,550*	Total 131,050*	T. E. 24,900*	B. P. 200*
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Class H-4, 2-6-0

Original No.	Builder	Date	Changes 1899 to 1904	New CB&Q No. 1904	
CB&Q	1551	Bald. #17000	1899	1220	
CB&Q	1552	Bald. #17001	1899	1221	Reb. to K-10 #965 '14
CB&Q	1553	Bald. #17002	1899	1222	Reb. to K-10 #959 '09
CB&Q	1554	Bald. #17003	1899	1223	
CB&Q	1555	Bald. #17004	1899	1224	
B&MR	339	Bald. #16914	1899	1225	
B&MR	340	Bald. #16915	1899	1226	Retired 8-30
B&MR	341	Bald. #16948	1899	1227	
B&MR	342	Bald. #16949	1899	1228	
B&MR	343	Bald. #16950	1899	1229	Reb. to K-10 #967 '14
B&MR	344	Bald. #16951	1899	1230	
B&MR	345	Bald. #16970	1899	1231	Reb. to K-10 #966 '14
B&MR	346	Bald. #16971	1899	1232	
B&MR	347	Bald. #16972	1899	1233	
B&MR	348	Bald. #16973	1899	1234	Sold to StL&H 3-19-35
B&MR	11	Rogers #5524	1900	1235	
B&MR	25	Rogers #5522	1900	1236	
B&MR	37	Rogers #5523	1900	1237	
B&MR	56	Rogers #5525	1900	1238	Reb. to K-10 #960 '08
B&MR	58	Rogers #5526	1900	1239	Reb. to K-10 #968 '14
CB&Q	1556	Rogers #5502	1900	1240	
CB&Q	1557	Rogers #5503	1900	1241	
CB&Q	1558	Rogers #5504	1900	1242	
CB&Q	1559	Rogers #5505	1900	1243	Reb. to K-10 #961 '09
CB&Q	1560	Rogers #5506	1900	1244	Reb. to K-10 #954 '08
CB&Q	1561	Rogers #5507	1900	1245	Reb. to K-10 #950 '08
CB&Q	1562	Aurora	1900	1246	Reb. to K-10 #964 '09
CB&Q	1563	Aurora	1900	1247	Reb. to K-10 #962 '09
CB&Q	1564	Aurora	1900	1248	
CB&Q	1565	Aurora	1900	1249	Reb. to K-10 #958 '09
CB&Q	1566	W. B. Shops	1900	1250	Reb. to K-10 #957 '09
CB&Q	1567	W. B. Shops	1900	1251	Reb. to K-10 #955 '08
CB&Q	1568	W. B. Shops	1900	1252	Reb. to K-10 #963 '09
CB&Q	1569	W. B. Shops	1900	1253	Reb. to K-10 #953 '08
KCStJ&CB	521	Rogers #5509	1900	H&StJ 521	1254
KCStJ&CB	522	Rogers #5510	1900	H&StJ 522	1255
KCStJ&CB	523	Rogers #5511	1900	H&StJ 523	1256
KCStJ&CB	524	Rogers #5512	1900	H&StJ 524	1257
KCStJ&CB	525	Rogers #5513	1900	H&StJ 525	1258
KCStJ&CB	529	Rogers #5514	1900	H&StJ 529	1259
KCStJ&CB	538	Rogers #5515	1900	H&StJ 538	1260
KCStJ&CB	544	Rogers #5516	1900	H&StJ 544	1261
CB&Q	1562	Rogers #5508	1900	KCStJ&CB 545, H&StJ 545	1262
	Cyls. 19"x26"	Drs. 64"	Wt., Drs. 121,500#	Total 143,500#	T. E. 24,900# B. P. 200#

Some of this class originally built with 72" drivers.

The first C. B. & Q. #1562, built by Rogers, was transferred to K. C. St. J. & C. B. in 1900 and a new engine built at Aurora the same year was assigned this number.

Class H-5, 2-6-0

Orig. No.	Builder	Date	Change 1902	New CB&Q No. 1904	
KC&O 27	Rome	1887	B&MR 427	1270	
KC&O 28	Rome	1887	B&MR 428	1271	
KC&O 29	Rome	1887	B&MR 429	1272	#1270 to #1279 all retired prior to 1917
KC&O 30	Rome	1887	B&MR 430	1273	
KC&O 31	Rome	1887	B&MR 431	1274	
KC&O 32	Rome	1887	B&MR 432	1275	
KC&O 33	Rome	1887	B&MR 433	1276	
KC&O 34	Rome	1887	B&MR 434	1277	
KC&O 35	Rome	1887	B&MR 435	1278	
KC&O 36	Rome	1887	B&MR 436	1279	
I&StL 5	Hinkley	1871	Acquired 1903	1280	Rebuilt to G-1 #1382

#1270 to #1275, #1277 and #1278, Cyls. 18"x24" Drs. 53" W. D., 76,800# T. E., 19,200#
 #1276 and #1279, Cyls., 17"x24", T. E. 17,200#

The first Class H engines were built at the Company's shops in 1888, being designed for passenger service. Prior to this time the Class A engines were the largest passenger engines on the road. The new engines had cylinders 19x24 inches and 68 inch drivers. The boilers were of the straight-top type with Belpaire fireboxes. While this wheel arrangement was unusual for passenger service, these engines proved highly successful. This Class H-1 engine was also adapted for freight service, the freight engines having 62 inch drivers.

Class H-2 was brought out in 1892. This class was slightly larger than Class H-1 and the drivers were increased to 64 and 69 inches. Both Class H-1 and Class H-2 were built with slide valves but some were later fitted with piston valves. The design was again modified in 1898 and 1899 and Class H-3 and H-4 were built. The straight-top boiler and Belpaire firebox was continued but, both Class H-3 and H-4 were built with piston valves. Some of the Class H-4 engines were built with 72 inch drivers.

For over ten years the Class H was the standard freight and passenger engine on the main line and during this time some remarkable runs were made by these engines with the mail trains.

During this period a number of experiments were made with the different types of compound cylinders and also with wide fireboxes. The engines on which these experiments were tried were eventually restored to their original state.

In 1895 the Columbia type #590 was built and while this engine was capable of very high speed, the design was not entirely satisfactory and the Class H remained in favor for several years.

As the Atlantic and Prairie types came into general use the Class H engines were gradually assigned to branch line service. Only a very few of these interesting old engines are still in service.

Class G-1, 0-6-0

Original No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904	Date Retired
Unknown	Unknown		KC/CB 501		1300	No Record
H&StJ	36 Unknown		H&StJ 604	StLK&NW 604	1301	No Record
H&StJ	9 Unknown		H&StJ 609	KCStJ&CB 609	1302	No Record
H&StJ	48 Unknown		H&StJ 610	KCStJ&CB 610	1303	No Record
H&StJ	56 Unknown		H&StJ 611	KCStJ&CB 611	1304	No Record
H&StJ	32 Unknown		H&StJ 614	KCStJ&CB 614	1305	No Record
CB&Q	162 Co. Shops	1885	CB&Q 1162		1306	No Record
CB&Q	459 Aurora	1886	CB&Q 1459		1307	12-29
CB&Q	461 Aurora	1886	CB&Q 1461		1308	Sold 1914
CB&Q	462 Aurora	1886	CB&Q 1462		1309	3-31
CB&Q	463 Aurora	1886	CB&Q 1463		1310	No Record
B&MR	143 Plattsmouth	1886	B&MR 143		1311	No Record
B&MR	144 Plattsmouth	1886	B&MR 144		1312	No Record
CB&Q	460 Aurora	1886	CB&Q 1460	KCStJ&CB 557	1313	6-17
CB&Q	231 Co. Shops	1887	CB&Q 1231	KCStJ&CB 507 H&StJ 507	1314	5-26
KCStJ&CB	42 Co. Shops	1887	KC/CB 510		1315	Sold 9-27
H&StJ	2 Co. Shops	1887	H&StJ 602	KCStJ&CB 602	1316	No Record
CB&Q	464 Aurora	1887	CB&Q 1464	K&W 13, K&W 803	1317	12-22
B&MR	169 Plattsmouth	1887	B&MR 169		1318	No Record
B&MR	170 Plattsmouth	1887	B&MR 170		1319	No Record
CB&Q	224 W. B. Shops	1887	CB&Q 1224		1320	4-31
CB&Q	233 W. B. Shops	1887	CB&Q 1233		1321	No Record
CB&Q	291 W. B. Shops	1887	CB&Q 1291		1322	9-27
CB&Q	297 W. B. Shops	1887	CB&Q 1297		1323	6-24
CB&Q	465 Aurora	1887	CB&Q 1465		1324	3-29
CB&Q	467 Aurora	1887	CB&Q 1467		1325	4-31
CB&Q	468 Aurora	1887	CB&Q 1468		1326	No Record
CB&Q	469 Aurora	1887	CB&Q 1469		1327	2-27
CB&Q	94 W. B. Shops	1888	CB&Q 1094		1328	4-30
CB&Q	466 Aurora	1887	CB&Q 1466		1329	5-27
H&StJ	1 W. B. Shops	1888	H&StJ 601		1330	1-26
B&MR	171 Plattsmouth	1888	B&MR 171		1331	Sold 7-16
B&MR	172 Plattsmouth	1888	B&MR 172		1332	11-29
B&MR	213 Bald. #9602	1888	B&MR 213		1333	No Record
B&MR	214 Bald. #9604	1888	B&MR 214		1334	No Record
B&MR	215 Bald. #9605	1888	B&MR 215		1335	12-30
B&MR	216 Bald. #9603	1888	B&MR 216		1336	4-26
B&MR	217 Bald. #9608	1888	B&MR 217		1337	No Record
B&MR	218 Bald. #9609	1888	B&MR 218		1338	3-17
B&MR	219 Bald. #9612	1888	B&MR 219		1339	No Record
B&MR	220 Bald. #9613	1888	B&MR 220		1340	1-17
B&MR	17 Plattsmouth	1889	B&MR 17		1341	3-30
H&StJ	3 W. B. Shops	1889	H&StJ 603	KCStJ&CB 603	1342	6-19
CB&Q	293 W. B. Shops	1889	CB&Q 1293		1343	No Record
CB&Q	298 W. B. Shops	1889	CB&Q 1298		1344	8-21
CB&Q	192 Bald. #11164	1890	CB&Q 1192		1345	Sold 1914
CB&Q	206 Bald. #11163	1890	CB&Q 1206		1346	5-28
CB&Q	255 Aurora	1890	CB&Q 1255		1347	8-27
CB&Q	470 Bald. #11165	1890	CB&Q 1470		1348	Sold 1914
CB&Q	471 Bald. #11167	1890	CB&Q 1471		1349	No Record

#1308 Became DRI&NW #22 Scrapped 1927.

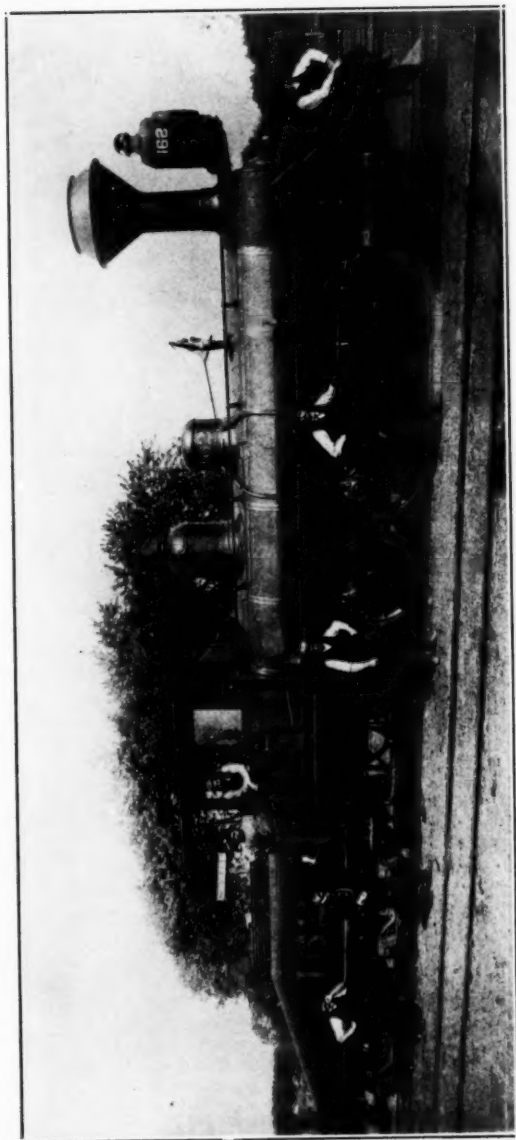
#1345 Became DRI&NW #24 Scrapped 1927.

#1348 Became DRI&NW #23 Scrapped 1926.

#1315 Sold to Hooppole, Yorktown & Tampico R. R.

#1331 Sold to Moffet Coal Co.

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C. B. & Q. 162. G-1. Co. Shops, 1885.

Class G-1, 0-6-0

Original No.	Builder	Date	No. Change 1898	Changes 1898 to 1904	New CB&Q No. 1904	Date Retired
CB&Q 472	Bald. #11168	1890	CB&Q 1472		1350	No Record
CB&Q 473	Bald. #11195	1890	CB&Q 1473		1351	9-31
B&MR 22	Plattsmouth	1890	B&MR 22		1352	6-21
B&MR 249	Bald. #11161	1891	B&MR 249		1353	4-17
B&MR 250	Bald. #11175	1891	B&MR 250		1354	No Record
B&MR 251	Bald. #11176	1891	B&MR 251		1355	8-30
B&MR 252	Bald. #11162	1891	B&MR 252		1356	1-25
CB&Q 204	Aurora	1891	CB&Q 1204		1357	5-27
CB&N 106	Rogers #4741	1892	CB&N 909	CB&Q 909	1358	9-27
CB&N 107	Rogers #4742	1892	CB&N 910	CB&Q 910	1359	12-27
CB&Q 474	Bald. #12468	1892	CB&Q 1474		1360	5-27
CB&Q 475	Bald. #12469	1892	CB&Q 1475		1361	10-27
CB&Q 478	Bald. #12471	1892	CB&Q 1478		1362	10-30
CB&Q 479	Bald. #12475	1892	CB&Q 1479		1363	1-28
CB&Q 476	Bald. #12470	1892	CB&Q 1476	B&MR 337, 8-98	1364	No Record
CB&Q 477	Bald. #12474	1882	CB&Q 1477	B&MR 338, 8-98	1365	7-28
B&MR 296	Bald. #12476	1892	B&MR 296		1366	5-17
B&MR 297	Bald. #12477	1892	B&MR 297		1367	9-31
B&MR 298	Bald. #12485	1892	B&MR 298		1368	Sold 5-05
B&MR 299	Bald. #12486	1892	B&MR 299		1369	No Record
B&MR 300	Bald. #12491	1892	B&MR 300		1370	9-29
B&MR 301	Bald. #12493	1892	B&MR 301		1371	No Record
H&StJ 7	Rogers #4739	1892	H&StJ 607	StLK&NW 607	1372	12-27
H&StJ 8	Rogers #4740	1892	H&StJ 608	StLK&NW 608	1373	Sold 1916
CB&Q 115	Aurora	1893	CB&Q 1115		1374	11-31
CB&Q 213	Aurora	1893	CB&Q 1213		1375	No Record
CB&Q 335	Aurora	1896	CB&Q 1335		1376	11-28
B&MR 16	Havelock	1898	B&MR 16		1377	No Record
B&MR 48	Havelock	1898	B&MR 48		1378	12-31
B&MR 28	Havelock	1898	B&MR 28		1379	2-27
B&MR 32	Havelock	1898	B&MR 32		1380	2-27
I&StL 6	Unknown		Acq'd 1903		1381	1911
Hinkley		1871	Rebuilt from H-5	#1280	1382	1911
Baldwin		1892	Formerly	#1368	1383	1912

#1368 was sold to Wapello Coal Co. in 1905 and taken back again in 1909 as part payment for a Class H-1 engine, being given the new number. #1373 sold to Q. O. & K. C. R. R. and became #50 on that road.

Cyls.	Drs.	Weight	T. E.	B. P.
18"x24"	52"	85,000#	17,800#	140#
18"x24"	52"	87,000#	17,800#	140#

Class G-2, 0-6-0

Orig. No.	Builder	Date	Change 1901	New CB&Q No. 1904	
CB&Q 1476	Co. Shops	1899		1390	Sold 7-26
CB&KC 801	Co. Shops	1899	StLK&NW 801	1391	Sold 11-26
Cyls.	Drs.	Weight	T. E.	B. P.	
19"x24"	52"	111,900#	25,500#	180#	

#1390 became D. R. I. & N. W. #47. #1391 became D. R. I. & N. W. #48.

Class G-3, 0-6-0

Orig. No.	Builder	Date	New CB&Q No. 1904	
KCStJ&CB 508	Changed to			
H&StJ 508	Aurora	1900	1400	Reb. to Shop Switcher #300 3-31
CB&Q 1650	Aurora	1900	1401	Retired 11-30
CB&Q 1651	Aurora	1900	1402	Retired 12-31
CB&Q 1652	Aurora	1900	1403	Retired 3-31
CB&Q 1653	Aurora	1901	1404	Retired 4-33
CB&Q 1654	Aurora	1901	1405	Retired 3-31
CB&Q 1655	Aurora	1901	1406	Retired 1-30
CB&Q 1656	Aurora	1901	1407	Retired 1-33
CB&Q 1657	Aurora	1901	1408	Retired 8-33
CB&Q 1658	Aurora	1901	1409	Retired 4-31
CB&Q 1659	Aurora	1901	1410	Retired 7-30
CB&Q 1660	Aurora	1901	1411	Retired 9-29
CB&Q 1661	Aurora	1901	1412	Retired 12-28
CB&Q 1662	Aurora	1901	1413	Reb. to Shop Switcher #301 3-31
CB&Q 1663	Aurora	1902	1414	Retired 7-33
CB&Q 1664	Aurora	1902	1415	Retired 12-31
CB&Q 1665	Aurora	1902	1416	Retired 4-33
CB&Q 1666	Aurora	1902	1417	Reb. to Shop Switcher #302-3-31
CB&Q 1667	Aurora	1902	1418	Retired 4-31
CB&Q 1668	Aurora	1902	1419	Retired 1-30
CB&Q 1669	Aurora	1902	1420	Retired 11-30
CB&Q 1670	Aurora	1902	1421	Retired 9-29
CB&Q 1671	Aurora	1902	1422	Retired 7-33
CB&Q 1672	Aurora	1902	1423	Retired 7-30
CB&Q 1673	W. B. Shops	1902	1424	Retired 5-33
CB&Q 1674	W. B. Shops	1902	1425	
CB&Q 1675	W. B. Shops	1902	1426	Retired 8-33
CB&Q 1676	W. B. Shops	1902	1427	Retired 12-31
CB&Q 1677	Aurora	1902	1428	Retired 7-30
CB&Q 1678	Aurora	1902	1429	
CB&Q 1679	Aurora	1902	1430	Retired 7-31
CB&Q 1680	Aurora	1902	1431	Retired 8-29
KCStJ&CB 519	W. B. Shops	1903	1432	Retired 12-31
KCStJ&CB 520	W. B. Shops	1903	1433	Retired 1-33
StL&N 703	Changed to			
KCStJ&CB 530	W. B. Shops	1903	1434	Retired 12-30
KCStJ&CB 534	W. B. Shops	1903	1435	Retired 12-31
KCStJ&CB 535	W. B. Shops	1903	1436	Retired 2-33
KCStJ&CB 542	W. B. Shops	1903	1437	Retired 12-31
KCStJ&CB 547	W. B. Shops	1903	1438	Retired 8-31
KCStJ&CB 550	W. B. Shops	1903	1439	Retired 12-31
KCStJ&CB 556	W. B. Shops	1903	1440	Retired 5-33
CB&KC 802	Changed to			
StL&N 802	W. B. Shops	1903	1441	Retired 12-31
CB&Q 1647	Aurora	1903	1442	Retired 2-33
CB&Q 1648	Aurora	1903	1443	Reb. to Shop Switcher #303 3-31
CB&Q 1649	Aurora	1903	1444	Retired 3-31
CB&Q 1681	Aurora	1903	1445	Retired 10-30
CB&Q 1682	Aurora	1903	1446	Retired 2-33
CB&Q 1683	Aurora	1903	1447	Retired 9-31
CB&Q 1684	W. B. Shops	1903	1448	Retired 12-31
CB&Q 1685	W. B. Shops	1903	1449	Retired 9-31

The change of numbers on K. C. St. J. & C. B. #508, St. L. K. & N. W. #703 and C. B. & K. C. #802 was made shortly after the engines were built. St. L. K. & N. W. #703 carried the original lettering after being transferred to K. C. St. J. & C. B.

Class G-3, 0-6-0

Orig. No.	Builder	Date	Change 1903	New CB&Q No. 1904	
CB&Q 1686	W. B. Shops	1903		1450	Retired 2-33
CB&Q 1687	W. B. Shops	1903		1451	Retired 12-30
CB&Q 1688	Aurora	1903		1452	Retired 9-31
CB&Q 1689	Aurora	1903		1453	Retired 12-31
CB&Q 1690	Aurora	1903		1454	Retired 5-33
CB&Q 1691	Aurora	1903		1455	Retired 7-33
CB&Q 1692	Aurora	1903		1456	Retired 4-31
CB&Q 1694	W. B. Shops	1903		1457	Retired 12-30
CB&Q 1695	W. B. Shops	1903		1458	Retired 7-31
B&MR 67	Havelock	1903	B&MR 3050	1459	
B&MR 69	Havelock	1903	B&MR 3051	1460	Reb. to Shop Switcher #304 3-31
B&MR 91	Havelock	1903	B&MR 3052	1461	Reb. to Shop Switcher #305 3-31
B&MR 71	Havelock	1903	B&MR 3053	1462	Retired 2-33
B&MR 2	Havelock	1903	B&MR 3054	1463	Retired 9-31
B&MR 95	Havelock	1903	B&MR 3055	1464	Retired 12-30
CB&Q 1693	Aurora	1904		1465	
CB&Q 1696	Aurora	1904		1466	Retired 7-33
CB&Q 1697	Aurora	1904		1467	Retired 7-23
CB&Q 1698	Aurora	1904		1468	Retired 12-31

Class G-3 Built Subsequent to 1904

No.	Builder	Date
1469	Havelock	1907 Retired 10-30
1470	Havelock	1907 Retired 11-30
1471	Havelock	1907 Rebuilt to Shop Switcher #306 3-31
1472	Havelock	1907 Retired 8-31
1473	W. B. Shops	1907 Retired 12-31
1474	W. B. Shops	1907 Retired 7-29
1475	W. B. Shops	1907 Retired 11-34
1476	Aurora	1907 Retired 11-30
1477	Aurora	1907 Retired 2-33
1478	Aurora	1907 Retired 10-30
1479	Aurora	1909 Retired 12-30
1480	Aurora	1909 Rebuilt to Shop Switcher #307 3-31
1481	Aurora	1909 Retired 10-30
1482	Aurora	1909 Rebuilt to Shop Switcher #308 3-31
1483	Aurora	1909 Retired 2-33
1484	W. B. Shops	1909 Retired 8-31
1485	W. B. Shops	1909 Retired 10-34
1486	W. B. Shops	
1487	W. B. Shops	1909 Retired 8-31
1488	W. B. Shops	1909 Retired 8-31
1489	Aurora	1910 Retired 8-33
1490	Aurora	1910 Retired 12-30
1491	Aurora	1910 Retired 12-30
1492	Aurora	1910 Rebuilt to Shop Switcher #309 3-31
1493	Aurora	1910 Retired 8-31
1494	Aurora	1910
1495	Aurora	1910 Retired 9-33
1496	W. B. Shops	1910 Retired 10-33
1497	W. B. Shops	1910 Retired 8-31
1498	W. B. Shops	1910 Retired 12-30
1499	W. B. Shops	1910 Retired 12-33
1500	W. B. Shops	1910 Rebuilt to Shop Switcher #310 3-31
1501	W. B. Shops	1910 Retired 12-31
1502	W. B. Shops	1910 Retired 2-33
1503	W. B. Shops	1910 Retired 7-33
1504	W. B. Shops	1910 Retired 3-33
1505	W. B. Shops	1910 Retired 3-33
1506	Havelock	1910 Retired 10-34
1507	Havelock	1910 Retired 8-30
1508	Havelock	1910 Retired 12-31
1509	Havelock	1910
1510	Havelock	1910
1511	Havelock	1910 Rebuilt to Shop Switcher #311 3-31
1512	Havelock	1910 Retired 2-33
1513	Havelock	1910 Retired 9-33
1514	Aurora	1910 Retired 4-33
1515	Aurora	1910
1516	Aurora	1910 Retired 8-33
1517	Aurora	1910 Retired 12-30
1518	Aurora	1910 Sold to DRI&NW 2-29 DRI&NW #52
1519	Aurora	1910 Retired 7-30
1520	Aurora	1913
1521	Aurora	1913 Retired 3-33
1522	Aurora	1913
1523	Aurora	1913 Retired 8-33
1524	Aurora	1913 Retired 12-31
1525	Havelock	1913 Retired 1-33
1526	Havelock	1913 Retired 3-31
1527	Havelock	1913 Retired 6-33

No.	Builder	Date
1528	Havelock	1913
1529	Havelock	1913 Retired 3-33
1530	Bald. # 38682	1912 Retired 8-31
1531	Bald. # 38683	1912
1532	Bald. # 38684	1912
1533	Bald. # 38685	1912 Retired 3-33
1534	Bald. # 38686	1912 Retired 8-33
1535	Bald. # 38687	1912 Retired 7-33
1536	Bald. # 38688	1912 Retired 9-33
1537	Bald. # 38689	1912 Retired 8-29
1538	Bald. # 38690	1912
1539	Bald. # 38691	1912 Retired 12-30
1540	Bald. # 38815	1912 Sold to DRI&NW 3-29 DRI&NW #53
1541	Bald. # 38816	1912 Sold to DRI&NW 11-29 DRI&NW #55
1542	Bald. # 38817	1912 Retired 10-33
1543	Bald. # 38818	1912 Retired 3-33
1544	Bald. # 38823	1912
1545	Bald. # 38824	1912
1546	Bald. # 38825	1912 Retired 9-33
1547	Bald. # 38826	1912 Rebuilt to Shop Switcher #312 10-34
1548	Bald. # 38838	1912
1549	Bald. # 38839	1912
1550	Bald. # 39002	1912 Retired 8-31
1551	Bald. # 39003	1912 Retired 8-31
1552	Bald. # 39023	1912 Retired 8-31
1553	Bald. # 39024	1912
1554	Bald. # 39025	1912 Retired 1-32
1555	Bald. # 39559	1913 Retired 9-33
1556	Bald. # 39560	1913 Sold to DRI&NW 5-29 DRI&NW #54
1557	Bald. # 39646	1913
1558	Bald. # 39647	1913 Retired 9-33
1559	Bald. # 39648	1913 Sold to DRI&NW 1-30 DRI&NW #58
1560	Bald. # 39649	1913 Retired 12-31
1561	Bald. # 39650	1913 Retired 10-30
1562	Bald. # 39651	1913 Retired 4-33
1563	Bald. # 39704	1913
1564	Bald. # 39705	1913 Retired 4-33
1565	Bald. # 39706	1913 Retired 12-31
1566	Bald. # 39707	1913
1567	Bald. # 39708	1913 Sold to Midland Elec. Coal Corp. 7-33
1568	Bald. # 39709	1913
1569	Bald. # 39710	1913 Retired 9-33
1570	Bald. # 39711	1913 Retired 3-33
1571	Bald. # 39712	1913 Retired 4-33
1572	Bald. # 39713	1913 Retired 9-33
1573	Bald. # 39739	1913
1574	Bald. # 39740	1913
1575	Bald. # 39741	1913 Retired 12-30
1576	Bald. # 39742	1913
1577	Bald. # 39743	1913 Retired 3-33
1578	Bald. # 39748	1913 Retired 2-33
1579	Bald. # 37949	1913 Retired 4-31

The dimensions for each group of engines are not available.
The original dimensions for this class are as follows:

Cyls.	Drs.	Weight	T. E.	B. P.
20"x24"	52"	122,500*	28,200*	180*
Dimensions of the Baldwin engines:				
20"x24"	52"	130,100*	28,200*	180*

Class G-4-A, 0-6-0

Class G-4-A engines were all rebuilt from Class D-1 Consolidation engines. The first Consolidation engines owned by the Burlington were two that were built by the Baldwin Locomotive Works in 1879. By 1888 fifty-five of this class were in service. They were built originally for service on the heavy grades of the Iowa divisions. As the Class H engines came into general use, these Class D-1 engines were assigned to switching service. In about 1900, the first of these was converted to a six-wheel switcher by removing the pony truck and the rear drivers. The class then became G-4. By 1903 all Class D-1 engines had been converted to Class G-4. In later years this class became Class G-4-A as the Class D-2 engines were also converted to six-wheel switchers and were classed G-4-B.

Class D-1 engines were placed in service in the following order:

Numbers	Builder	Date	Cyls.	Drs.	Wt., Drs.	Total
325 and 326	Baldwin	1879	20"x24"	50"	78,920#	89,200#
345 to 350	Baldwin	1880	20"x24"	50"	88,000#	100,000#
389 to 396	Baldwin	1881	20"x24"	50"	88,000#	100,000#
397 and 398	Baldwin	1882	20"x24"	50"	88,000#	100,000#
414 to 423	Baldwin	1882	20"x24"	50"	88,000#	100,000#
449 to 458	Baldwin	1884	20"x24"	50"	91,880#	106,290#
434 to 445	Rhode Island	1886	20"x24"	52"	—	111,300#
Five engines	Co. Shops	1888				

#397 and #398 were built with wide fireboxes of the Wootten type. There is no further record of these engines. The H. & St. J. owned two Class D-1 engines, #51 and #52, for which there is no record prior to 1897. These may be the original C. B. & Q. #397 and #398. If so, they were probably rebuilt to the conventional design at an early date. The C. B. & Q. built a second #397 in 1884, a Class D-2 and a second #398 was built by Rogers Works in 1891, Class H-1. The original #397 was Baldwin #5759 and #398 was Baldwin #5762.

Orig. No.	Builder	Date	No. Change 1898	Changes	New CB&Q No. 1904	
CB&Q 326	Bald.	#4682	1879	KCStJ&CB 511	StLK&NW 511	1600 Retired
CB&Q 325	Bald.	#4683	1879	H&StJ 615	StLK&NW 615	1601 Retired
CB&Q 345	Bald.	#5146	1880	CB&Q 1345	KCStJ&CB 504	1602 Retired
CB&Q 349	Bald.	#5202	1880	CB&Q 1349	StLK&NW 701	1603 Retired
CB&Q 346	Bald.	#5150	1880	CB&Q 1346		1604 Retired
CB&Q 347	Bald.	#5179	1880	CB&Q 1347		1605 Retired 1911
CB&Q 348	Bald.	#5181	1880	CB&Q 1348		1606 Retired
CB&Q 350	Bald.	#5203	1880	CB&Q 1350		1607 Retired
CB&Q 389	Bald.	#5692	1881	CB&Q 1389		1608 Retired 5-16
CB&Q 390	Bald.	#5696	1881	CB&Q 1390		1609 Retired
CB&Q 391	Bald.	#5717	1881	CB&Q 1391		1610 Retired
CB&Q 392	Bald.	#5719	1881	CB&Q 1392		1611 Retired 8-21
CB&Q 393	Bald.	#5729	1881	CB&Q 1393		1612 Retired
CB&Q 394	Bald.	#5734	1881	CB&Q 1394		1613 Retired
CB&Q 395	Bald.	#5749	1881	CB&Q 1395		1614 Retired
CB&Q 396	Bald.	#5752	1881	CB&Q 1396		1615 Retired
CB&Q 415	Bald.	#6298	1882	CB&Q 1415		1616 Retired
CB&Q 416	Bald.	#6313	1882	CB&Q 1418		1617 Retired
CB&Q 420	Bald.	#6327	1882	CB&Q 1420		1618 Retired
CB&Q 422	Bald.	#6348	1882	CB&Q 1422		1619 Retired
CB&Q 423	Bald.	#6347	1882	CB&Q 1423		1620 Retired
CB&Q 414	Bald.	#6296	1882	B&MR 97	(10-82)	1621 Retired 12-17
CB&Q 417	Bald.	#6308	1882	CB&Q 1417	KCStJ&CB 506	1622 Retired
CB&Q 416	Bald.	#6301	1882	CB&Q 1416	KCStJ&CB 514	
					StLK&NW 514	1623 Retired 1910
CB&Q 421	Bald.	#6328	1882	CB&Q 1421	KCStJ&CB 515	1624 Retired
H&StJ 51	No Record			H&StJ 612	StLK&NW 612	1625 Retired
H&StJ 52	No Record			H&StJ 613	KCStJ&CB 613	1626 Retired
CB&Q 456	Bald.	#7351	1884	CB&Q 1456	KCStJ&CB 517	1627 Retired 7-16

CB&Q 455	Bald.	#7352	1884	CB&Q 1455	H&StJ 616		
					KCStJ&CB 616	1628	Retired
CB&Q 449	Bald.	#7327	1884	CB&Q 1449		1629	Retired 5-27
CB&Q 450	Bald.	#7328	1884	CB&Q 1450		1630	Retired 1-26
CB&Q 451	Bald.	#7331	1884	CB&Q 1451		1631	Retired
CB&Q 453	Bald.	#7337	1884	CB&Q 1453		1632	Retired 11-28
CB&Q 454	Bald.	#7342	1884	CB&Q 1454		1633	Retired 1909
CB&Q 457	Bald.	#7359	1884	CB&Q 1457		1634	Retired 1910
CB&Q 458	Bald.	#7361	1884	B&MR 122	(8-84)	1635	Retired
CB&Q 452	Bald.	#7343	1884	CB&Q 1452	B&MR 381 (3-01)	1636	Retired
CB&Q 419	Bald.	#6315	1882	CB&Q 1419	B&MR 382 (3-01)	1637	Retired
CB&Q 434	Rhd. I.	#1664	1886	CB&Q 1434		1638	Retired 1-26
CB&Q 435	Rhd. I.	#1665	1886	CB&Q 1435		1639	Retired 5-27
CB&Q 436	Rhd. I.	#1666	1886	CB&Q 1436		1640	Retired 5-16
CB&Q 438	Rhd. I.	#1668	1886	CB&Q 1438		1641	Retired 3-28
CB&Q 440	Rhd. I.	#1670	1886	CB&Q 1440		1642	Retired
CB&Q 441	Rhd. I.	#1671	1886	CB&Q 1441		1643	Retired
CB&Q 442	Rhd. I.	#1672	1886	CB&Q 1442		1644	Retired
CB&Q 443	Rhd. I.	#1673	1886	CB&Q 1443		1645	Retired
CB&Q 444	Rhd. I.	#1674	1886	CB&Q 1444		1646	Retired 8-28
CB&Q 445	Rhd. I.	#1675	1886	CB&Q 1445	KCStJ&CB 505	1647	Retired 6-16
CB&Q 437	Rhd. I.	#1667	1886	KC'CB 512		1648	Retired
CB&Q 439	Rhd. I.	#1669	1886	CB&Q 1439	KCStJ&CB 516		
					StLK&NW 516	1649	Retired 1911
CB&Q 190	Aurora	1888	CB&Q 1190	KCStJ&CB 503		1650	
CB&Q 126	W. B. Shops	1888	CB&Q 1126	KCStJ&CB 513		1651	Retired 12-16
CB&Q 89	W. B. Shops	1888	CB&Q 1089			1652	Retired 12-22
CB&Q 127	W. B. Shops	1888	CB&Q 1127			1653	Retired 5-27
CB&Q 277	W. B. Shops	1888	CB&Q 1277			1654	Retired 7-27

The original dimensions of the five engines built at Aurora and West Burlington are not available.

G-4-A	Cyls. 20"x24"	Drs. 52"	Weight 97,325#	T. E. 22,800#	B. P. 145#
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*1650 is still in service. This is due to the fact that at Moline, Ill. there is an industrial plant located on an island, the bridge to which will not support a heavy engine.

*1650 is shown as Class G-4-C in late lists.

Class G-4, 0-6-0 Rebuilt From Class D-2, 2-8-0

Rebuilt prior to 1904

Orig. No.	Builder	Date	No. Change 1903	New CB&Q No. 1904		
B&MR 195	Bald.	#9636	1888	1655	Retired 4-26	
B&MR 197	Bald.	#9639	1888	1656	Retired 3-26	
B&MR 201	W. B. Shops	1888		1657	Retired 6-27	
B&MR 173	Bald.	#8939	1888	B&MR 3162	1658	Retired 3-26
B&MR 181	Bald.	#8995	1888	B&MR 3167	1659	Retired 8-27
B&MR 175	Bald.	#8943	1888	B&MR 3168	1660	Retired 5-28
B&MR 184	Bald.	#9001	1888	B&MR 3164	1661	Retired 12-27
B&MR 191	Bald.	#9075	1888	B&MR 3161	1662	Retired 4-26
B&MR 192	Bald.	#9084	1888	B&MR 3163	1663	Retired 4-26
B&MR 186	Bald.	#9064	1888	B&MR 3165	1664	Retired 4-23
B&MR 189	Bald.	#9069	1888	B&MR 3166	1665	Retired 10-27
B&MR 193	Bald.	#9633	1888	B&MR 3160	1666	Retired 2-27

Class G-4, 0-6-0 Rebuilt From Class D-2, 2-8-0

Rebuilt subsequent to 1904

New No.	D-2 No.	Orig. B&MR No.	Original Builder	
1667	2996	202	W. B. Shops	1888 Retired 1-27
1668	2992	190	Bald. #9074	1888
1669	2995	200	W. B. Shops	1888 Retired 7-28
1670	2994	199	W. B. Shops	1888 Retired 2-27
1671	2989	185	Bald. #9063	1888 Retired 1-26
1672	2991	188	Bald. #9066	1888 Retired
1673	2984	178	Bald. #8991	1888 Retired 5-27
1674	2987	182	Bald. #8996	1888 Retired 5-26
1675	2997	194	Bald. #9640	1888 Retired 6-27
1676	2985	179	Bald. #8992	1888 Retired 12-27
1677	2986	180	Bald. #8993	1888 Retired 5-27
1601	2980	383	Aur. Shops	1884 Retired 10-30
1602	2981	174	Bald. #8942	1888 Retired 7-29
1603	2982	176	Bald. #8951	1888 Sold to FW&DC 8-29
1647	2983	177	Bald. #8990	1888 Retired 5-26
1651	2986	183	Bald. #8998	1888 Retired 3-26

B. & M. R. #383 was C. B. & Q. #1397 to 3-1-01.

#1667 to #1677 were rebuilt prior to 1910.

#1601 to #1603 were rebuilt in 1921.

#1647 and #1651 were rebuilt in 1918.

New numbers were assigned at the time of rebuilding. #1601, #1602, #1603, #1647 and #1651 should not be confused with engines of the same numbers listed on previous pages, as they were assigned these numbers after the older engines had been retired. As all numbers in the 1600 series above 1677 had been assigned to Class G-6 by the time these five engines were rebuilt, it became necessary to use numbers which had been vacated.

All engines from #1655 to #1677 were Class G-4-B except #1668. #1647 and #1651 were also Class G-4-B. #1668, #1601 to #1603 were Class G-4-C. #1668 is still in service.

	Cyls.	Drs.	Weight
G-4-B	20"x24"	52"	112,000*
G-4-C	20"x24"	52"	110,000*

Class G-5, 0-6-0

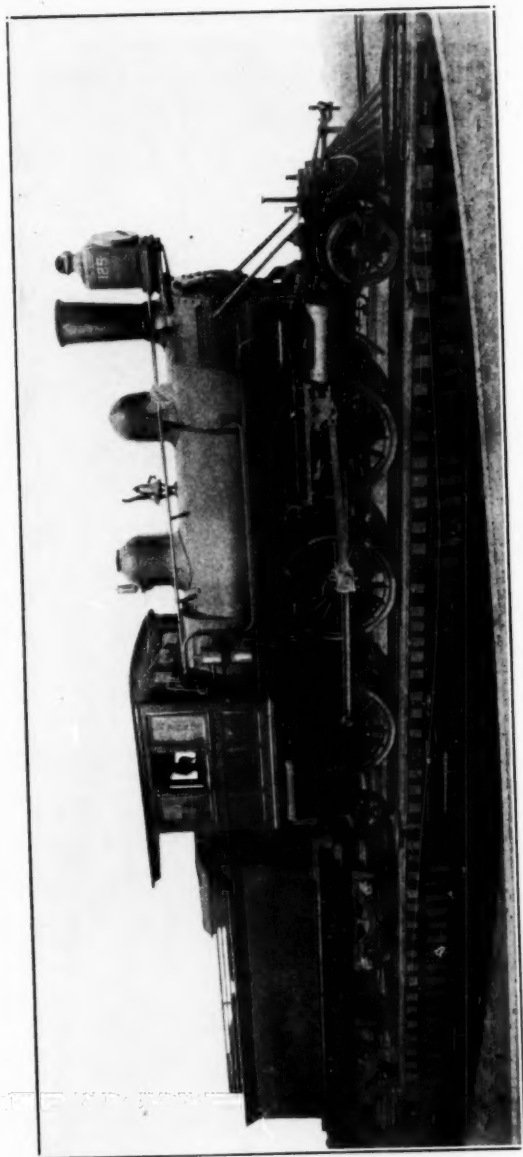
	New CB&Q No. 1904
K&W 12	1690

There is no data to be had on this engine. No doubt it was retired shortly after 1904. It should not be confused with the Class G-5 built in later years.

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C. B. & Q. 125, H-1, Aurora Shops, 1888.

Class G-6, 0-6-0

Orig. No.	No. Change 1910	Builder	Date	
1678		Aurora	1910	
1679		Aurora	1910	
1500	1680	W. B. Shops	1905	
1501	1681	W. B. Shops	1905	
1502	1682	W. B. Shops	1905	Retired 12-31
1503	1683	W. B. Shops	1905	
1504	1684	W. B. Shops	1905	
1505	1685	W. B. Shops	1905	
1506	1686	Havelock	1905	
1507	1687	Havelock	1905	
1508	1688	Havelock	1905	
1509	1689	Havelock	1905	
1510	1690	W. B. Shops	1906	
1511	1691	W. B. Shops	1906	
1512	1692	W. B. Shops	1906	Retired 12-31
1513	1693	W. B. Shops	1906	Retired 11-33
1514	1694	W. B. Shops	1906	
1515	1695	Aurora	1906	Retired 1-33
1516	1696	Aurora	1906	
1517	1697	Aurora	1906	
1518	1698	Aurora	1906	Retired 6-33
1519	1699	Aurora	1906	
	Cyls. 21"x26"	Drs. 52"	Weight 147,700*	T. E. 33,700* B. P. 180*

The number change in 1910 was made necessary by the numbers of Class G-3 being extended to 1500 series in that year.

Class R-1, 2-6-2

Orig. No.	Builder	Date	Change 1903	New CB&Q No. 1904	
CB&Q	1700	W. B. Shops	1900	1700	Retired 6-29
CB&Q	1701	W. B. Shops	1900	1701	Retired 7-30
CB&Q	1702	W. B. Shops	1900	1702	Reb. to G-7. Ret. 8-31
B&MR	62	W. B. Shops	1900	CB&Q 1699 (5-03)	1703 Reb. to G-7. Ret. 3-33
R-1	Cyls. 19"x24"	Drs. 64"	Wt., Drs. 110,300*	Total 151,220*	T. E. 21,900* B. P. 190*
G-7	19"x24"	52"	137,800*	137,800*	26,900*

Class R-2, 2-6-2

Orig. No.	Builder	Date	New CB&Q No. 1904	Date Rebuilt to Class G-8
CB&Q 1710	W. B. Shops	1901	1710	1918
CB&Q 1711	W. B. Shops	1901	1711	1920
CB&Q 1712	W. B. Shops	1901	1712	1917
CB&Q 1713	Bald. #19489	1901	1713	1920
CB&Q 1714	Bald. #19490	1901	1714	1918
CB&Q 1715	Bald. #19491	1901	1715	1918
CB&Q 1716	Bald. #19492	1901	1716	1918
CB&Q 1717	Bald. #19493	1901	1717	1918
CB&Q 1718	Bald. #19494	1901	1718	1918
CB&Q 1719	Bald. #19495	1901	1719	1918
CB&Q 1720	Bald. #19496	1901	1720	1918
CB&Q 1703	Bald. #18951	1901	1721	1918
CB&Q 1704	Bald. #18952	1901	1722	1918
CB&Q 1705	Bald. #18953	1901	1723	1918
CB&Q 1706	W. B. Shops	1901	1724	1918
CB&Q 1707	W. B. Shops	1901	1725	1918
CB&Q 1708	W. B. Shops	1901	1726	1918
CB&Q 1709	W. B. Shops	1901	1727	1920
H&St 570	Bald. #18794	1901	1728	1920
H&St 571	Bald. #18795	1901	1729	1918
H&St 572	Bald. #18796	1901	1730	1918
H&St 573	Bald. #18797	1901	1731	1918
H&St 685	Bald. #18822	1901	1732	1918
H&St 840	Bald. #18823	1901	1733	1918
H&St 841	Bald. #18824	1901	1734	1918
H&St 842	W. B. Shops	1901	1735	1918
H&St 843	W. B. Shops	1901	1736	1918
H&St 844	W. B. Shops	1901	1737	1918
B&MR 349	Bald. #18825	1901	1738	1924
B&MR 350	Bald. #18845	1901	1739	1924
B&MR 351	Bald. #18846	1901	1740	1918
B&MR 352	Bald. #18847	1901	1741	1929
B&MR 353	Bald. #18848	1901	1742	1920
B&MR 354	Bald. #18867	1901	1743	1923
B&MR 355	Bald. #18868	1901	1744	1918
B&MR 356	Bald. #18869	1901	1745	1925
B&MR 357	Bald. #18870	1901	1746	1918
B&MR 358	Bald. #18871	1901	1747	1924
B&MR 359	Bald. #18872	1901	1748	1918
B&MR 360	Bald. #18873	1901	1749	1918
B&MR 361	Bald. #18874	1901	1750	1918
B&MR 362	Bald. #18875	1901	1751	1918
B&MR 363	Bald. #18876	1901	1752	1919
B&MR 364	Bald. #18877	1901	1753	1924
B&MR 365	Bald. #18878	1901	1754	1925
B&MR 366	Bald. #18954	1901	1755	1918
B&MR 367	Bald. #18955	1901	1756	1920
B&MR 368	Bald. #18956	1901	1757	1920
B&MR 369	Bald. #19513	1901	1758	1923
B&MR 370	Bald. #19520	1901	1759	1924
B&MR 371	Bald. #19521	1901	1760	1925
B&MR 372	Bald. #19522	1901	1761	1925
B&MR 373	Bald. #19523	1901	1762	1919
B&MR 374	Bald. #19524	1901	1763	1923
B&MR 375	Bald. #19525	1901	1764	1923
B&MR 376	Bald. #19526	1901	1765	1921
B&MR 377	Bald. #19574	1901	1766	1918

Original No.	Builder	Date	1898	1898 to 1904	No. 1904	Retired
B&MR	378	Bald. #19575	1901	1767	1918	
B&MR	379	Bald. #19576	1901	1768	1920	
B&MR	380	Bald. #19577	1901	1769	1920	

C. B. & Q. #1703, #1704, #1705, B. & M. R. #366, #367 and #368 were built as Vaclair compounds.

	Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
R-2	20" x 24"	64"	130,000#	170,000#	25,500#	200#
R-2-C	16" x 27" x 24"	64"	130,000#	170,000#	25,500#	200#
G-8	20" x 24"	52"	141,400#	141,400#	31,300#	200#

H. & St. J. #570 to #573 were ordered originally as H. & St. J. #681 to #684. These were changed to K. C. St. J. & C. B. numbers as above but, as the engines were to be used on the H. & St. J., they were lettered with the initials of that road. H. & St. J. #840 and #841 were ordered as H. & St. J. #686 and #687. These were changed to C. B. & K. C. numbers as above but were also lettered H. & St. J.

These changes were made at the Baldwin Works before the engines were delivered which explains why the Baldwin Works issued a photograph of H. & St. J. #687 while the records show the engine to have been delivered under another number.

Classes R-1 and R-2 were built with Belpaire fireboxes. When rebuilt these were replaced with fireboxes of the conventional design.

Class R-3 was also built with Belpaire firebox. Class G-9 was rebuilt with new firebox while Class G-9-A retained the original firebox.

Class R-3, 2-6-2.

Orig. No.	Builder	Date	New CB&Q No. 1904			
CB&Q 1721	Bald. #20859	1902	1800	Retired 12-28		
CB&Q 1722	Bald. #20860	1902	1801	Retired 6-29		
CB&Q 1723	Bald. #20861	1902	1802	Retired 6-29		
CB&Q 1724	Bald. #20862	1902	1803	Retired 12-28		
CB&Q 1725	Bald. #20914	1902	1804	Retired 12-28		
CB&Q 1726	Bald. #20915	1902	1805	Rebuilt to G-9-A, 12-27		
CB&Q 1727	Bald. #20916	1902	1806	Rebuilt to G-9-A, 2-28		
CB&Q 1728	Bald. #20957	1902	1807	Retired 12-28		
CB&Q 1729	Bald. #20958	1902	1808	Rebuilt to G-9-A, 11-28		
CB&Q 1730	Bald. #20959	1902	1809	Retired 11-28		
CB&Q 1731	Bald. #20994	1902	1810	Retired 6-29		
CB&Q 1732	Bald. #21007	1902	1811	Retired 11-28		
CB&Q 1733	Bald. #21015	1902	1812	Rebuilt to G-9-A, 5-28		
CB&Q 1734	Bald. #21021	1902	1813	Rebuilt to G-9-A, 12-27		
CB&Q 1735	Bald. #21022	1902	1814	Retired 12-28		
CB&Q 1736	Bald. #21023	1902	1815	Rebuilt to G-9-A, 6-28		
CB&Q 1737	Bald. #21069	1902	1816	Retired 8-30		
CB&Q 1738	Bald. #21070	1902	1817	Rebuilt to G-9, 2-26		
CB&Q 1739	Bald. #21071	1902	1818	Retired 11-29		
CB&Q 1740	Bald. #21072	1902	1819	Rebuilt to G-9-A, 9-27		
CB&Q 1741	Bald. #21073	1902	1820	Retired 12-28		
CB&Q 1742	Bald. #21113	1902	1821	Retired 11-28		
CB&Q 1743	Bald. #21140	1902	1822	Rebuilt to G-9-A, 7-28		
CB&Q 1744	Bald. #21141	1902	1823	Rebuilt to G-9, 11-25		
CB&Q 1745	Bald. #21142	1902	1824	Retired 8-30		
CB&Q 1746	Bald. #21152	1902	1825	Rebuilt to G-9-A, 7-28		
CB&Q 1747	Bald. #21160	1902	1826	Rebuilt to G-9-A, 8-28		
CB&Q 1748	Bald. #21161	1902	1827	Rebuilt to G-9, 10-26		
CB&Q 1749	Bald. #21173	1902	1828	Rebuilt to G-9, 8-26		
CB&Q 1750	Bald. #21205	1902	1829	Retired 6-29		
CB&Q 1751	Bald. #21206	1902	1830	Retired 12-28		
CB&Q 1752	Bald. #21207	1902	1831	Rebuilt to G-9-A, 2-28		
CB&Q 1753	Bald. #21208	1902	1832	Rebuilt to G-9-A, 11-28		
CB&Q 1754	Bald. #21222	1902	1833	Retired 12-28		
CB&Q 1755	Bald. #21223	1902	1834	Retired 8-30		
CB&Q 1756	Bald. #21224	1902	1835	Retired 6-29		
CB&Q 1757	Bald. #21225	1902	1836	Retired 6-29		
CB&Q 1758	Bald. #21254	1902	1837	Retired 12-28		
CB&Q 1759	Bald. #21255	1902	1838	Retired 12-29		
CB&Q 1760	Bald. #21256	1902	1839	Rebuilt to G-9-A 9-28		
CB&Q 1761	Bald. #21257	1902	1840	Retired 8-30		
CB&Q 1762	Bald. #21288	1902	1841	Retired 11-28		
CB&Q 1763	Bald. #21299	1902	1842	Rebuilt to G-9, 3-27		
CB&Q 1764	Bald. #21300	1902	1843	Retired 12-28		
CB&Q 1765	Bald. #21301	1902	1844	Rebuilt to G-9-A, 9-28		
CB&Q 1766	Bald. #21302	1902	1845	Rebuilt to G-9-A, 10-28		
CB&Q 1767	Bald. #21378	1902	1846	Rebuilt to G-9, 1-27		
CB&Q 1768	Bald. #21379	1902	1847	Retired 11-28		
CB&Q 1769	Bald. #21436	1902	1848	Rebuilt to G-9-A, 8-28		
CB&Q 1770	Bald. #21543	1902	1849	Retired 6-29		
	Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
R-3	21"x26"	69"	131,000#	180,500#	28,300#	200#
G-9	21"x26"	52"	159,270#	159,270#	37,500#	200#
G-9-A	21"x26"	52"	—	—	—	200#

#1813 and #1833 listed as having 64 inch drivers in 1924.

Class R-4, 2-6-2

No.	Builder	Date	
1900	Bald.	#24436 1904	Rebuilt to G-10 #572, 11-29
1901	Bald.	#24456 1904	Retired 12-32
1902	Bald.	#24457 1904	Rebuilt to G-10 #568, 8-29
1903	Bald.	#24458 1904	Retired 5-33
1904	Bald.	#24459 1904	Retired 6-28
1905	Bald.	#24463 1904	Rebuilt to G-10 #563, 12-28
1906	Bald.	#24464 1904	Rebuilt to G-10 #580, 12-29
1907	Bald.	#24465 1904	
1908	Bald.	#24466 1904	Rebuilt to G-10 #565, 7-29
1909	Bald.	#24474 1904	Retired 12-31
1910	Bald.	#24477 1904	
1911	Bald.	#24478 1904	Retired 4-33
1912	Bald.	#24485 1904	Rebuilt to R-4-A, 2-24
1913	Bald.	#24486 1904	Rebuilt to G-10 #575, 12-29
1914	Bald.	#24487 1904	Retired 5-33
1915	Bald.	#24488 1904	
1916	Bald.	#24492 1904	
1917	Bald.	#24493 1904	Retired 12-32
1918	Bald.	#24494 1904	Retired 12-29
1919	Bald.	#24495 1904	Retired 6-28
1920	Bald.	#24496 1904	Rebuilt to G-10 #564, 12-28
1921	Bald.	#24497 1904	Rebuilt to G-10 #589, 4-30
1922	Bald.	#24505 1904	Retired 1-33
1923	Bald.	#24506 1904	Rebuilt to G-10 #593, 8-30
1924	Bald.	#24511 1904	Rebuilt to R-4-A, 6-25
1925	Bald.	#24512 1904	
1926	Bald.	#24513 1904	Rebuilt to G-10 #590, 4-30
1927	Bald.	#24514 1904	Retired 4-33
1928	Bald.	#24528 1904	
1929	Bald.	#24529 1904	Rebuilt to G-10 #594, 11-30
1930	Bald.	#24537 1904	
1931	Bald.	#24538 1904	Retired 12-32
1932	Bald.	#24542 1904	Rebuilt to G-10 #588, 4-30
1933	Bald.	#24543 1904	Retired 12-32
1934	Bald.	#24552 1904	Retired 5-33
1935	Bald.	#24557 1904	Retired 12-31
1936	Bald.	#24568 1904	Rebuilt to G-10 #577, 4-30
1937	Bald.	#24569 1904	Rebuilt to R-4-A, 12-24
1938	Bald.	#24601 1904	Rebuilt to R-4-A, 9-19
1939	Bald.	#24602 1904	Retired 4-33

Original Dimensions

Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
22"x28"	69"	151,070#	208,530#	35,000#	210#

Dates given for rebuilding of Class R-4-A are not the dates of this class being assigned to these engines but, the date of principal rebuilding which led up to the class change. This also applies to Class R-5-A. The new classification was given to these engines at a later date.

Class R-4, 2-6-2

No.	Builder	Date	
1940	Brooks #30396	1-05	Retired 6-33
1941	Brooks #30397	1-05	Retired 12-31
1942	Brooks #30398	1-05	
1943	Brooks #30399	1-05	Retired 12-33
1944	Brooks #30400	1-05	Rebuilt to G-10 #576, 1-30
1945	Brooks #30401	1-05	Rebuilt to G-10 #578, 12-29
1946	Brooks #30402	1-05	Retired 6-33
1947	Brooks #30403	1-05	
1948	Brooks #30404	1-05	Rebuilt to R-4-A, 3-24
1949	Brooks #30405	1-05	Rebuilt to R-4-A, 7-24
1950	Brooks #30406	1-05	Rebuilt to G-10 #560, 12-28
1951	Brooks #30407	1-05	Retired 12-32
1952	Brooks #30408	1-05	Retired 8-34
1953	Brooks #30409	1-05	Retired 6-33
1954	Brooks #30410	1-05	Retired 9-33
1955	Brooks #30411	1-05	
1956	Brooks #30412	1-05	
1957	Brooks #30413	1-05	Retired 7-33
1958	Brooks #30414	1-05	
1959	Brooks #30415	1-05	Retired 7-33
1960	Brooks #30416	2-05	Retired 10-30
1961	Brooks #30417	2-05	Retired 12-32
1962	Brooks #30418	2-05	
1963	Brooks #30419	2-05	Rebuilt to R-4-A, 4-24
1964	Brooks #30420	2-05	
1965	Brooks #30421	2-05	Retired 11-30
1966	Brooks #30422	2-05	Retired 10-33
1967	Brooks #30423	2-05	Sold to Toledo, Peoria & Western, 10-26
1968	Brooks #30424	2-05	Retired 9-28
1969	Brooks #30425	2-05	Rebuilt to G-10 #573, 11-29
1970	Brooks #30426	2-05	Retired 10-31
1971	Brooks #30427	2-05	
1972	Brooks #30428	2-05	Rebuilt to R-4-A, 5-25
1973	Brooks #30429	2-05	Rebuilt to G-10 #571, 10-29
1974	Brooks #30430	2-05	Retired 10-31
1975	Brooks #30431	2-05	
1976	Brooks #30432	2-05	Rebuilt to G-10 #569, 8-29
1977	Brooks #30433	2-05	Retired 12-31
1978	Brooks #30434	2-05	Retired 12-32
1979	Brooks #30435	2-05	Retired 6-29
1980	Brooks #30436	2-05	Sold to Toledo, Peoria & Western, 10-26
1981	Brooks #30437	2-05	Rebuilt to G-10 #561, 12-28
1982	Brooks #30438	2-05	Retired 11-30
1983	Brooks #30439	2-05	Retired 6-28
1984	Brooks #30440	2-05	Retired 7-31
1985	Brooks #30441	2-05	
1986	Brooks #30442	2-05	Retired 12-30
1987	Brooks #30443	2-05	Rebuilt to R-4-A, 10-24
1988	Brooks #30444	2-05	Rebuilt to R-4-A, 12-23
1989	Brooks #30445	2-05	Rebuilt to G-10 #582, 3-30

Original Dimensions

Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
22"x28"	69"	154,000#	212,500#	35,053#	210#

Class R-4, 2-6-2

No.	Builder	Date	
2000	Bald.	#27244 1906	Retired 12-31
2001	Bald.	#27245 1906	Rebuilt to G-10 #587, 4-30
2002	Bald.	#27246 1906	Retired 9-33
2003	Bald.	#27247 1906	Retired 9-33
2004	Bald.	#27248 1906	Rebuilt to G-10 #579, 12-29
2005	Bald.	#27249 1906	Rebuilt to R-4-A, 10-25
2006	Bald.	#27250 1906	Rebuilt to G-10 #566, 7-29
2007	Bald.	#27251 1906	Retired 12-31
2008	Bald.	#27271 1906	Retired 12-31
2009	Bald.	#27272 1906	Rebuilt to G-10 #574, 11-29
2010	Bald.	#27286 1906	Retired 11-32
2011	Bald.	#27287 1906	Retired 12-30
2012	Bald.	#27288 1906	Retired 6-28
2013	Bald.	#27289 1906	Retired 12-31
2014	Bald.	#27290 1906	Retired 7-31
2015	Bald.	#27305 1906	Retired 5-31
2016	Bald.	#27306 1906	
2017	Bald.	#27307 1906	Retired 4-33
2018	Bald.	#27308 1906	Rebuilt to R-4-A, 5-24
2019	Bald.	#27309 1906	Retired 12-31
2020	Bald.	#27337 1906	Retired 2-33
2021	Bald.	#27357 1906	Rebuilt to G-10 #567, 8-29
2022	Bald.	#27358 1906	Retired 1-30
2023	Bald.	#27359 1906	Retired 11-33
2024	Bald.	#27371 1906	Retired 9-33
2025	Bald.	#27372 1906	Retired 12-31
2026	Bald.	#27373 1906	
2027	Bald.	#27374 1906	Rebuilt to R-4-A, 11-24
2028	Bald.	#27388 1906	Retired 12-32
2029	Bald.	#27389 1906	Sold to Toledo, Peoria & Western, 10-26
2030	Bald.	#27390 1906	Retired 11-28
2031	Bald.	#27403 1906	Rebuilt to G-10, #585, 3-30
2032	Bald.	#27418 1906	Rebuilt to G-10 #591, 8-30
2033	Bald.	#27419 1906	Retired 12-32
2034	Bald.	#27420 1906	Rebuilt to G-10 #562, 12-28
2035	Bald.	#27421 1906	Rebuilt to G-10 #584, 3-30
2036	Bald.	#27456 1906	Retired 11-28
2037	Bald.	#27457 1906	Sold to Toledo, Peoria & Western, 10-26
2038	Bald.	#27458 1906	Retired 3-35
2039	Bald.	#27459 1906	Rebuilt to R-4-A, 12-24
2040	Bald.	#27495 1906	Rebuilt to G-10 #581, 12-29
2041	Bald.	#27496 1906	Rebuilt to G-10 #583, 3-30
2042	Bald.	#27497 1906	Rebuilt to G-10 #570, 8-29
2043	Bald.	#27498 1906	Retired 8-33
2044	Bald.	#27509 1906	Retired 12-31
2045	Bald.	#27510 1906	Retired 12-30
2046	Bald.	#27511 1906	Retired 4-33
2047	Bald.	#27539 1906	Rebuilt to G-10 #592, 8-30
2048	Bald.	#27540 1906	Rebuilt to G-10 #586, 4-30
2049	Bald.	#27558 1906	Retired 12-31

Dimensions approximately the same as for #1900 to #1989.

The four engines sold to T. P. & W. became #30 to #33 on that road. They were scrapped by the T. P. & W. about 1930.

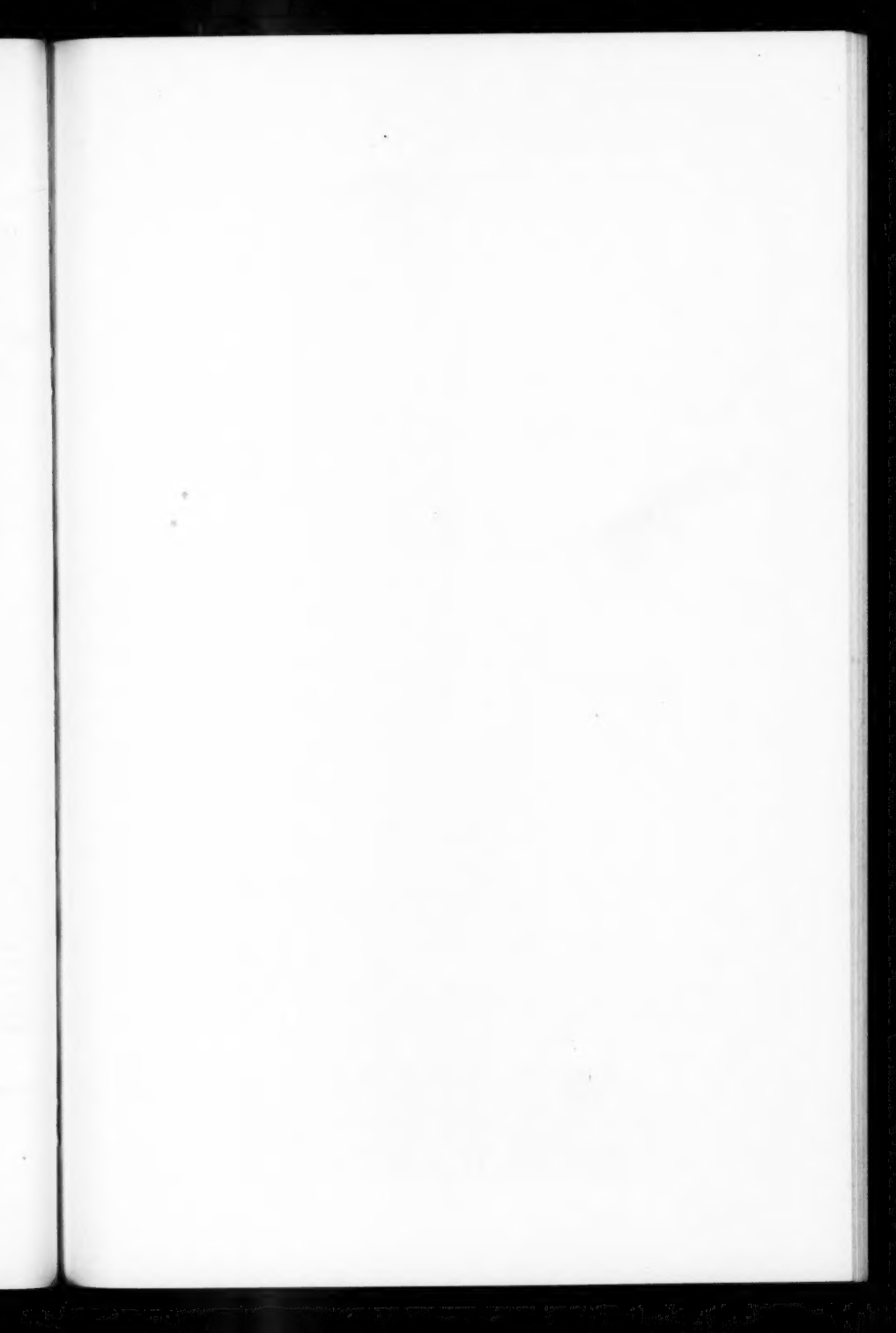
Class R-5, 2-6-2

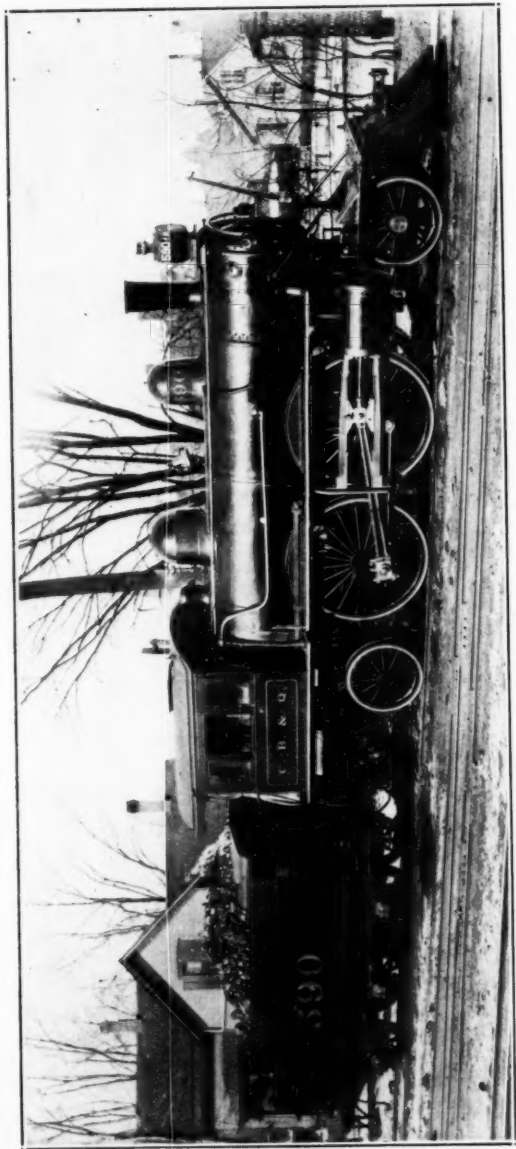
No.	Builder	Date	
2050	Bald.	#28396	1906
2051	Bald.	#28397	1906 Retired 12-31
2052	Bald.	#28420	1906 Rebuilt to R-5-A, 9-24
2053	Bald.	#28421	1906 Rebuilt to R-5-A, 11-24
2054	Bald.	#28426	1906
2055	Bald.	#28427	1906 Retired 8-29
2056	Bald.	#28487	1906 Retired 12-28
2057	Bald.	#28459	1906 Rebuilt to R-5-A, 9-23
2058	Bald.	#28472	1906
2059	Bald.	#28487	1906 Retired 12-28
2060	Bald.	#28490	1906 Retired 4-34
2061	Bald.	#28503	1906
2062	Bald.	#28504	1906 Rebuilt to R-5-A, 2-27
2063	Bald.	#28505	1906 Retired 10-31
2064	Bald.	#28506	1906
2065	Bald.	#28507	1906 Retired 12-28
2066	Bald.	#28536	1906
2067	Bald.	#28537	1906 Retired 12-28
2068	Bald.	#28538	1906 Retired 1-30
2069	Bald.	#28539	1906 Retired 1-30
2070	Bald.	#28546	1906 Retired 6-28
2071	Bald.	#28547	1906
2072	Bald.	#28569	1906 Retired 12-30
2073	Bald.	#28580	1906 Retired 4-30
2074	Bald.	#28590	1906 Retired 4-30
2075	Bald.	#28595	1906
2076	Bald.	#28596	1906 Retired 11-30
2077	Bald.	#28597	1906
2078	Bald.	#28610	1906 Retired 11-30
2079	Bald.	#28628	1906 Retired 12-32
2080	Bald.	#28647	1906 Retired 7-29
2081	Bald.	#28653	1906
2082	Bald.	#28662	1906
2083	Bald.	#28672	1906 Retired 6-28
2084	Bald.	#28681	1906
2085	Bald.	#28682	1906
2086	Bald.	#28703	1906 Retired 6-33
2087	Bald.	#28720	1906 Retired 4-33
2088	Bald.	#28721	1906 Retired 12-31
2089	Bald.	#28722	1906 Retired 1-30
2090	Bald.	#28723	1906
2091	Bald.	#28754	1906 Retired 12-32
2092	Bald.	#28755	1906
2093	Bald.	#28778	1906 Retired 12-31
2094	Bald.	#28779	1906
2095	Bald.	#27798	1906
2096	Bald.	#28864	1906
2097	Bald.	#28900	1906 Retired 9-31
2098	Bald.	#28821	1906
2099	Bald.	#28831	1906 Rebuilt to R-5-A, 12-23

Original Dimensions

Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
22"x28"	69"	159,540*	216,000*	35,000*	210*

*2098 and *2099 built with 25"x28" cylinders.





C. B. & Q. 590, N-1. Baldwin, 1895.

Courtesy Ogwood Studio

Class R-5, 2-6-2

No.	Builder	Date	
2100	Brooks #41554	1906	Retired 12-32
2101	Brooks #41555	1906	Retired 7-29
2102	Brooks #41556	1906	
2103	Brooks #41557	1906	
2104	Brooks #41558	1906	Retired 1-30
2105	Brooks #41559	1906	
2106	Brooks #41560	1906	
2107	Brooks #41561	1906	
2108	Brooks #41562	1906	Retired 12-30
2109	Brooks #41563	1906	Retired 12-32
2110	Brooks #41564	1906	Rebuilt to R-5-A, 11-23
2111	Brooks #41565	1906	
2112	Brooks #41566	1906	Retired 7-29
2113	Brooks #41567	1906	Rebuilt to R-5-A, 6-24
2114	Brooks #41568	1906	Retired 10-31
2115	Brooks #41569	1906	Retired 12-32
2116	Brooks #41570	1906	Retired 12-32
2117	Brooks #41571	1906	
2118	Brooks #41572	1906	
2119	Brooks #41573	1906	Retired 1-30
2120	Brooks #41574	1906	Retired 1-30
2121	Brooks #41575	1906	
2122	Brooks #41576	1906	
2123	Brooks #41577	1906	
2124	Brooks #41578	1906	Retired 12-31
2125	Brooks #41579	1906	
2126	Brooks #41580	1906	
2127	Brooks #41581	1906	Retired 12-28
2128	Brooks #41582	1906	Retired 11-28
2129	Brooks #41583	1906	Retired 11-30
2130	Brooks #41584	1906	Retired 12-31
2131	Brooks #41585	1906	Retired 8-29
2132	Brooks #41586	1906	
2133	Brooks #41587	1906	Retired 11-30
2134	Brooks #41588	1906	Retired 12-30
2135	Brooks #41589	1906	Retired 11-30
2136	Brooks #41590	1906	
2137	Brooks #41591	1906	Retired 12-32
2138	Brooks #41592	1906	
2139	Brooks #41593	1906	Retired 12-30
2140	Brooks #41594	1906	Retired 9-29
2141	Brooks #41595	1906	Retired 7-33
2142	Brooks #41596	1906	
2143	Brooks #41597	1906	Retired 8-33
2144	Brooks #41598	1906	Retired 12-31
2145	Brooks #41599	1906	
2146	Brooks #41600	1906	Retired 10-33
2147	Brooks #41601	1906	Retired 12-29
2148	Brooks #41602	1906	
2149	Brooks #41603	1906	Rebuilt to R-5-A, 5-24

Class R-5, 2-6-2

No.	Builder	Date
2150	Brooks #43490	1907
2151	Brooks #43491	1907
2152	Brooks #43492	1907
2153	Brooks #43493	1907
2154	Brooks #43494	1907
2155	Brooks #43495	1907
2156	Brooks #43496	1907
2157	Brooks #43497	1907
2158	Brooks #43498	1907
2159	Brooks #43499	1907
2160	Brooks #43500	1907
2161	Brooks #43501	1907
2162	Brooks #43502	1907
2163	Brooks #43503	1907
2164	Brooks #43504	1907
2165	Brooks #43505	1907
2166	Brooks #43506	1907
2167	Brooks #43507	1907
2168	Brooks #43508	1907
2169	Brooks #43509	1907
2170	Brooks #43510	1907
2171	Brooks #43511	1907
2172	Brooks #43512	1907
2173	Brooks #43513	1907
2174	Brooks #43514	1907
2175	Brooks #43515	1907
2176	Brooks #43516	1907
2177	Brooks #43517	1907
2178	Brooks #43518	1907
2179	Brooks #43519	1907
2180	Brooks #43520	1907
2181	Brooks #43521	1907
2182	Brooks #43522	1907
2183	Brooks #43523	1907
2184	Brooks #43524	1907
2185	Brooks #43525	1907
2186	Brooks #43526	1907
2187	Brooks #43527	1907
2188	Brooks #43528	1907
2189	Brooks #43529	1907
2190	Brooks #43530	1907
2191	Brooks #43531	1907
2192	Brooks #43532	1907
2193	Brooks #43533	1907
2194	Brooks #43534	1907
2195	Brooks #43535	1907
2196	Brooks #43536	1907
2197	Brooks #43537	1907
2198	Brooks #43538	1907
2199	Brooks #43539	1907

Retired 7-29
Rebuilt to R-5-A, 9-28

Retired 12-32
Retired 12-30
Retired 7-29
Retired 12-30

Retired 12-30
Retired 12-28
Retired 12-31
Retired 12-31
Retired 12-30

Retired 12-31
Retired 12-30
Retired 12-31

Retired 10-30
Retired 7-33

Retired 12-30
Retired 1-30
Retired 11-30
Retired 1-30
Retired 8-29

Retired 12-32
Retired 12-30
Retired 4-30
Retired 12-32
Retired 4-30

Retired 12-30
Retired 7-29
Retired 8-33
Rebuilt to R-5-A, 6-26
Retired 12-31
Rebuilt to R-5-A, 9-28

Retired 12-32
Retired 7-28
Rebuilt to R-5-A, 8-23

Class R-5, 2-6-2

No.	Builder	Date	
2200	Brooks #43555	1907	
2201	Brooks #43556	1907	
2202	Brooks #43557	1907	
2203	Brooks #43558	1907	Retired 9-33
2204	Brooks #43559	1907	
2205	Brooks #43560	1907	Retired 10-30
2206	Brooks #43561	1907	Retired 9-29
2207	Brooks #43562	1907	Retired 9-31
2208	Brooks #43563	1907	
2209	Brooks #43564	1907	Retired 7-33
2210	Brooks #43565	1907	
2211	Brooks #43566	1907	
2212	Brooks #43567	1907	Retired 12-31
2213	Brooks #43568	1907	Retired 12-31
2214	Brooks #43569	1907	Retired 8-29
2215	Brooks #43570	1907	Rebuilt to R-5-A, 6-19
2216	Brooks #43571	1907	Retired 7-33
2217	Brooks #43572	1907	
2218	Brooks #43573	1907	Retired 12-31
2219	Brooks #43574	1907	Rebuilt to R-5-A, 3-24
2220	Brooks #43575	1907	Retired 12-31
2221	Brooks #43576	1907	Retired 7-33
2222	Brooks #43577	1907	Rebuilt to R-5-A, 8-26
2223	Brooks #43578	1907	Retired 12-31
2224	Brooks #43579	1907	Retired 12-31

Original Dimensions, No. 2100 to No. 2224

Cyls. 22"x28"	Drs. 69"	Wt., Drs. 158,000*	Total 217,000*	T. E. 35,075*	B. P. 210*
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Class R-4 was designed with straight-top boiler with radial stayed firebox. The piston valves were placed inside the frames. Class R-5 was very similar with the exception that the boiler had a sloping course in the forward end of the barrel.

Both classes gave good service in fast freight and other general road work. It was not unusual for these engines to be used on passenger trains.

As the service on the main line has outgrown engines of this size, they have been used in late years on local freights and on the larger branches. The rebuilding consisted of new cylinders with outside piston valves, superheaters and Walschaerts valve gear.

Engine men of the Burlington have always spoken very highly of these Class R engines.

Class N-1, 2-4-2

Orig. No.	Builder	Date	No. Change 1898	New CB&Q No. 1904	
CB&Q 590	Bald. #14410	1895	CB&Q 1590	2400	Reb. to 4-4-2 1905

Class P-4 #2599 retired 11-29.

	Cyls. 19"x26"	Drs. 84 $\frac{1}{4}$ "	Wt., Drs. 86,200*	Total 138,000*	T. E. 19,000*	B. P. 200*
N-1						
P-4	19"x26"	78"	93,000*	172,000*	20,500*	200*

Class P-1-Comp., 4-4-2

Orig. No.	Builder	Date	New CB&Q					
			1898					
CB&Q 1591	Bald.	#16547	1899	2500	Reb. to P-1	1913	Retired	1-33
CB&Q 1592	Bald.	#16548	1899	2501	Reb. to P-1	1914	Retired	1-32
CB&Q 1593	Bald.	#18332	1900	2502	Reb. to P-1	1914	Retired	1-33
CB&Q 1594	Bald.	#18333	1900	2503	Reb. to P-1	1915	Retired	1-33
CB&Q 1595	Bald.	#18337	1900	2504	Reb. to P-1	1915	Retired	1-33
<hr/>								
P-1-Comp.		Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.	
P-1-		13½" x 23" x 26"	84¼"	85,850#	159,050#	16,400#	210#	
		19" x 26"	78"	85,850#		21,500#	210#	

Class P-2-Comp., 4-4-2

Orig. No.	Builder	Date	New CB&Q					
			No. 1904				No. Change 1924	
CB&Q 1584	Bald.	#20118	1902	2510	Reb. to P-5	1915	2550	
CB&Q 1585	Bald.	#20119	1902	2511	Reb. to P-5	1915	2551	
CB&Q 1586	Bald.	#20120	1902	2512	Reb. to P-5	1916	2552	
CB&Q 1587	Bald.	#20148	1902	2513	Reb. to P-5	1916	2553	
CB&Q 1588	Bald.	#20160	1902	2514	Reb. to P-5	1917	2554	
CB&Q 1589	Bald.	#20161	1902	2515	Reb. to P-5	1917	2555	
<hr/>								
P-2-Comp.		Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.	
P-5		15" x 25" x 26"	84¼"	95,900#	183,100#	19,850#	210#	
		21" x 26"	78"	104,200#		26,200#	210#	

Class P-2, 4-4-2

Orig. No.	Builder	Date	New CB&Q					
			No. 1904					
CB&Q 1576	Rogers	#5875	1903	2520	Rebuilt to P-6-A	#2594	1928	
CB&Q 1577	Rogers	#5876	1903	2521	Rebuilt to P-6-A	#2597	1928	
CB&Q 1578	Rogers	#5881	1903	2522	Retired	1-32		
CB&Q 1579	Rogers	#5883	1903	2523	Rebuilt to P-6-A	#2591	1927	
CB&Q 1580	Rogers	#5884	1903	1524	Retired	1-32		
CB&Q 1581	Rogers	#5885	1903	2525	Retired	11-30		
CB&Q 1582	Rogers	#5886	1903	2526	Retired	12-30		
CB&Q 1583	Rogers	#5887	1903	2527	Retired	2-33		

Class P-2, 4-4-2

Original No.	Builder	Date	New CB&Q No. 1904	
B&MR 3700	Rogers	#5852 1902	2528	Retired 4-33
B&MR 3701	Rogers	#5853 1902	2529	Retired 4-33
B&MR 3702	Rogers	#5854 1902	2530	Rebuilt to P-6-A #2596 1928
B&MR 3703	Rogers	#5855 1902	2531	Rebuilt to P-6-A #2590 1927
B&MR 3704	Rogers	#5856 1902	2532	Retired 1-33
B&MR 3705	Rogers	#5857 1902	2533	Rebuilt to P-6-A #2595 1928
B&MR 3706	Rogers	#5858 1902	2534	Retired 2-33
B&MR 3707	Rogers	#5859 1902	2535	Retired 12-31
B&MR 3708	Rogers	#5860 1902	2536	Retired 10-31
B&MR 3709	Rogers	#5861 1902	2537	Retired 2-33
H&StJ 690	Rogers	#5888 1903	2538	Retired 2-33
StLK&NW 780	Rogers	#5916 1903	2539	Retired 7-30
StLK&NW 781	Rogers	#5917 1903	2540	Retired 10-31
StLK&NW 782	Rogers	#5918 1903	2541	Retired 11-30
StLK&NW 783	Rogers	#5922 1903	2542	Retired 12-30
StLK&NW 784	Rogers	#5923 1903	2543	Rebuilt to P-6-A #2593 1928
H&StJ 691	Changed 9-03 to			
StLK&NW 785	Rogers	#5889 1903	2544	Rebuilt to P-6-A #2592 1927
P-2	Cyls. 20" x 26"	Drs. 84 1/4"	Wt., Drs. 92,000*	Total 174,000* T. E. 22,000* B. P. 210*

Class P-3-Comp., 4-4-2

Balanced Compound

No.	Builder	Date	
2700	Bald.	#24219 1904	Rebuilt to P-6 #2583 1928
2701	Bald.	#24644 1904	Rebuilt to P-6 #2581 1927
2702	Bald.	#24651 1904	Rebuilt to P-5 #2558 1927
2703	Bald.	#24652 1904	Rebuilt to P-5 #2559 1925
2704	Bald.	#24672 1904	Rebuilt to P-6 #2582 1927
2705	Bald.	#24680 1904	Rebuilt to P-5 #2561 1925
2706	Bald.	#24681 1904	Rebuilt to P-5 #2562 1925
2707	Bald.	#24682 1904	Rebuilt to P-5 #2563 1924
2708	Bald.	#24694 1904	Rebuilt to P-5 #2564 1926
2709	Bald.	#24705 1904	Rebuilt to P-5 #2565 1924
2710	Bald.	#26735 1905	Rebuilt to P-5 #2566 1927
2711	Bald.	#26736 1905	Rebuilt to P-5 #2567 1927
2712	Bald.	#26793 1905	Rebuilt to P-5 #2568 1924
2713	Bald.	#26794 1905	Rebuilt to P-5 #2569 1925
2714	Bald.	#26844 1905	Rebuilt to P-6 #2584 1928
2715	Bald.	#26845 1905	Rebuilt to P-5 #2571 1925
2716	Bald.	#26910 1905	Rebuilt to P-5 #2572 1924
2717	Bald.	#26911 1905	Rebuilt to P-6 #2580 1927
2718	Bald.	#26983 1905	Rebuilt to P-5 #2574 1924
2719	Bald.	#26984 1905	Rebuilt to P-6 #2585 1928
#2700 to #2709	Cyls. 15" & 25" x 26"	Drs. 78"	Wt., Drs. 101,200*
#2710 to #2719	15" & 25" x 26"	74"	101,200*
			Total 203,000* T. E. 21,450* B. P. 210*
			22,600* 210*

Dimensions of the rebuilt engines not available.

SUMMARY OF 4-4-2 TYPE STILL IN SERVICE

1935

2550	P-5	Rebuilt	P-2-C	2510	2580	P-6	Rebuilt	P-3-C	2717
2551	P-5	Rebuilt	P-2-C	2511	2581	P-6	Rebuilt	P-3-C	2701
2552	P-5	Rebuilt	P-2-C	2512	2582	P-6	Rebuilt	P-3-C	2704
2553	P-5	Rebuilt	P-2-C	2513	2583	P-6	Rebuilt	P-3-C	2700
2554	P-5	Rebuilt	P-2-C	2514	2584	P-6	Rebuilt	P-3-C	2714
2555	P-5	Rebuilt	P-2-C	2515	2585	P-6	Rebuilt	P-3-C	2719
2556	Number Vacant				2590	P-6-A	Rebuilt	P-2	2531
2557	Number Vacant				2591	P-6-A	Rebuilt	P-2	2523
2558	P-5	Rebuilt	P-3-C	2702	2592	P-6-A	Rebuilt	P-2	2544
2559	P-5	Rebuilt	P-3-C	2703	2593	P-6-A	Rebuilt	P-2	2543
2560	Number Vacant				2594	P-6-A	Rebuilt	P-2	2520
2561	P-5	Rebuilt	P-3-C	2705	2595	P-6-A	Rebuilt	P-2	2533
2562	P-5	Rebuilt	P-3-C	2706	2596	P-6-A	Rebuilt	P-2	2530
2563	P-5	Rebuilt	P-3-C	2707	2597	P-6-A	Rebuilt	P-2	2521
2564	P-5	Rebuilt	P-3-C	2708					
2565	P-5	Rebuilt	P-3-C	2709					
2566	P-5	Rebuilt	P-3-C	2710					
2567	P-5	Rebuilt	P-3-C	2711					
2568	P-5	Rebuilt	P-3-C	2712					
2569	P-5	Rebuilt	P-3-C	2713					
2570	Number Vacant								
2571	P-5	Rebuilt	P-3-C	2715					
2572	P-5	Rebuilt	P-3-C	2716					
2573	Number Vacant								
2574	P-5	Rebuilt	P-3-C	2718					
2575	Number Vacant								

Evidently it was the intention to rebuild all of the Class P-3-C engines to Class P-5 and to renumber them in sequence from 2556 to 2575. Before this program was completed a new design was created, Class P-6, and the six engines that had not as yet been rebuilt to Class P-5 were rebuilt to this new design. They were assigned numbers from 2580 to 2585; hence the vacant numbers in the above list. Eight of the Rogers engines were rebuilt at about this time to Class P-6-A and were assigned numbers from 2590 to 2597.

The Columbia type #590 was quite a famous engine in its day, the design having so many features that were new, not only to the C. B. & Q. but to all other roads. The first Atlantics too were famous engines, the Railroad advertising them as "The Greyhounds of the Burlington," a name that was very appropriate, as these engines with their long "legs" and ability to attain high speed had all of the attributes of a greyhound.

Class S-1, 4-6-2

No.	Builder	Date	Shop No.	
2800	Baldwin	1906	28231	Rebuilt to S-1-A, 1925
2801	Baldwin	1906	28232	
2802	Baldwin	1906	28238	Rebuilt to S-1-A, 1927
2803	Baldwin	1906	28264	Retired 8-33
2804	Baldwin	1906	28281	Rebuilt to S-1-A, 1926
2805	Baldwin	1906	28297	Retired 8-33
2806	Baldwin	1906	28298	Rebuilt to S-1-A, 1926
2807	Baldwin	1906	28299	Retired 6-35
2808	Baldwin	1906	28319	Rebuilt to S-1-A, 1930
2809	Baldwin	1906	28373	Rebuilt to S-1-A, 1929
2810	Baldwin	1906	28374	Retired 8-33
2811	Baldwin	1906	28375	Rebuilt to S-1-A, 1929
2812	Baldwin	1906	28376	Rebuilt to S-1-A, 1925
2813	Baldwin	1906	28402	Rebuilt to S-1-A, 1928
2814	Baldwin	1906	28412	Rebuilt to S-1-A, 1927
2815	Baldwin	1906	29709	Rebuilt to S-1-A, 1926
2816	Baldwin	1906	29710	Rebuilt to S-1-A, 1925
2817	Baldwin	1906	29736	Rebuilt to S-1-A, 1926
2818	Baldwin	1906	29806	Rebuilt to S-1-A, 1925 Retired 7-33
2819	Baldwin	1906	29807	
2820	Baldwin	1906	29808	Rebuilt to S-1-A, 1924
2821	Baldwin	1906	29847	Rebuilt to S-1-A, 1926
2822	Baldwin	1906	29848	Rebuilt to S-1-A, 1924
2823	Baldwin	1906	29882	Rebuilt to S-1-A, 1923
2824	Baldwin	1906	29883	Rebuilt to S-1-A, 1926
2825	Baldwin	1906	29884	Rebuilt to S-1-A, 1929
2826	Baldwin	1906	29930	Rebuilt to S-1-A, 1925
2827	Baldwin	1906	29931	Rebuilt to S-1-A, 1927
2828	Baldwin	1906	29932	Retired 5-33
2829	Baldwin	1906	30011	Rebuilt to S-1-A, 1927

No.	Builder	Date	Shop No.		Cyls. 22"x28"	Drs. 74"	Wt., Drs. 151,200#	Total 230,940#	T. E. 32,700#	B. P. 210#
2830	Schenectady	1907	43475	Rebuilt to S-1-A, 1928						
2831	Schenectady	1907	43476	Retired 8-33						
2832	Schenectady	1907	43477	Rebuilt to S-1-A, 1927						
2833	Schenectady	1907	43478	Rebuilt to S-1-A, 1927						
2834	Schenectady	1907	43479	Rebuilt to S-1-A, 1925						
2835	Schenectady	1907	43480	Rebuilt to S-1-A, 1925						
2836	Schenectady	1907	43481	Rebuilt to S-1-A, 1924						
2837	Schenectady	1907	43482	Rebuilt to S-1-A, 1924						
2838	Schenectady	1907	43483	Rebuilt to S-1-A, 1925						
2839	Schenectady	1907	43484	Rebuilt to S-1-A, 1929						
2840	Schenectady	1907	43485	Retired 11-33						
2841	Schenectady	1907	43486	Rebuilt to S-1-A, 1927						
2842	Schenectady	1907	43487	Retired 11-33						
2843	Schenectady	1907	43488	Retired 5-33						
2844	Schenectady	1907	43489	Rebuilt to S-1-A, 1929						
					Cyls. 22"x28"	Drs. 74"	Wt., Drs. 157,000#	Total 234,000#	T. E. 31,000#	B. P. 200#

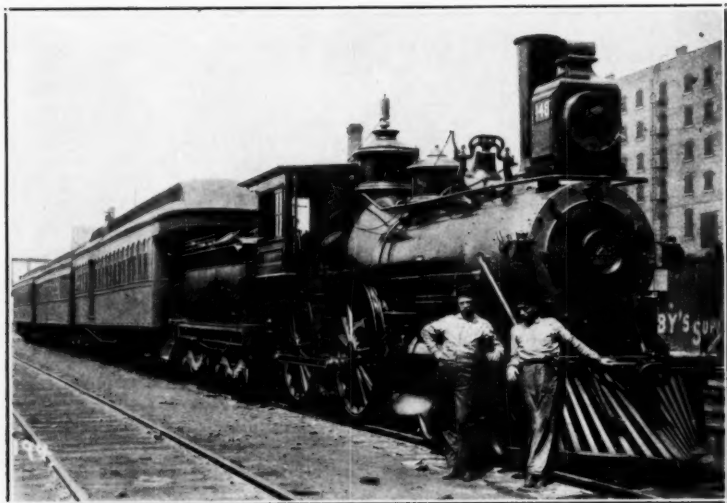
Class S-1, 4-6-2

No.	Builder	Date	Shop No.	
2845	Baldwin	1909	33441	Retired 11-33
2846	Baldwin	1909	33442	Rebuilt to S-1-A, 1925
2847	Baldwin	1909	33443	
2848	Baldwin	1909	33444	Rebuilt to S-1-A, 1926
2849	Baldwin	1909	33445	Rebuilt to S-1-A, 1927
2850	Baldwin	1909	33446	Rebuilt to S-1-A, 1924
2851	Baldwin	1909	33447	Rebuilt to S-1-A, 1924
2852	Baldwin	1909	33448	Rebuilt to S-1-A, 1924
2853	Baldwin	1909	33449	Rebuilt to S-1-A, 1925
2854	Baldwin	1909	33450	Rebuilt to S-1-A, 1925
2855	Baldwin	1909	33451	Rebuilt to S-1-A, 1925
2856	Baldwin	1909	33452	Rebuilt to S-1-A, 1927
2857	Baldwin	1909	33471	Rebuilt to S-1-A, 1927
2858	Baldwin	1909	33472	Rebuilt to S-1-A, 1926
2859	Baldwin	1909	33485	Rebuilt to S-1-A, 1924
2860	Baldwin	1909	33486	Rebuilt to S-1-A, 1924
2861	Baldwin	1909	33487	Rebuilt to S-1-A, 1925
2862	Baldwin	1909	33488	Rebuilt to S-1-A, 1927
2863	Baldwin	1909	33489	Rebuilt to S-1-A, 1924
2864	Baldwin	1909	33490	Rebuilt to S-1-A, 1926
2865	Baldwin	1909	33491	Rebuilt to S-1-A, 1924
2866	Baldwin	1909	33492	Rebuilt to S-1-A, 1924
2867	Baldwin	1909	33493	Rebuilt to S-1-A, 1927
2868	Baldwin	1909	33523	
2869	Baldwin	1909	33524	Retired 5-33

S-1	Cyls. 22"x28"	Drs. 74"	Wt., Drs. 160,050*	Total 235,300*	T. E. 31,000*	B. P. 200*
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Dimensions as shown for Class S-1 are the original dimensions. #2800 to #2844 were built with inside piston valves and Stephenson valve gear. #2845 to #2869 were built with inside piston valves and Walschaerts valve gear. This is also true of Class S-2, #2900 to #2949. When rebuilt to S-1-A and S-2-A, all engines were equipped with outside pistons and Walschaerts valve gear. The rebuilt engines were also fitted with super-heaters and most of them with feed-water heaters. Some of the S-2-A engines also were given boosters. These rebuilt engines were very efficient and handled the most important trains on the main line until the new Class S-4 engines were built.

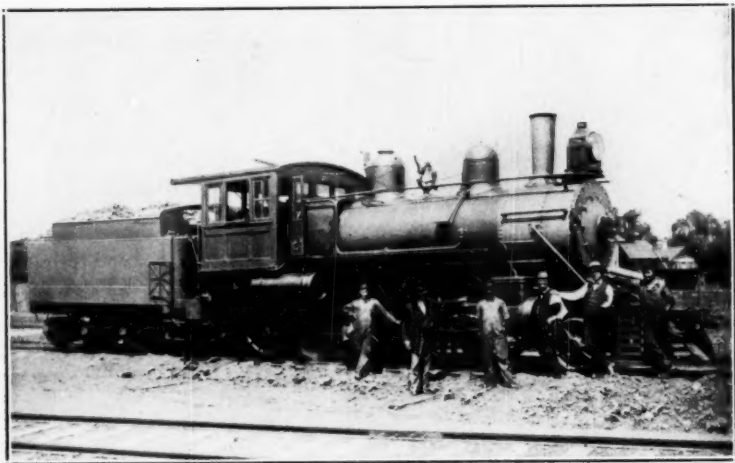




Courtesy Griffith Studio

C. B. & Q. 148. A-1. W. Burlington Shops, 1887.

Taken in 1893 at 12th St., Chicago—in suburban service. Engr. Abramson, now retired. Fireman Chamba, now engineer on through trains out of Chicago.



C. B. & Q. 1528. H-2. Rogers, 1893.

Class S-2, 4-6-2

No.	Builder	Date	Shop No.		
2900	Baldwin	1910	34511	Rebuilt to S-2-A, 1926	Retired 3-35
2901	Baldwin	1910	34512	Rebuilt to S-2-A, 1928	
2902	Baldwin	1910	34513		
2903	Baldwin	1910	34514	Rebuilt to S-2-A, 1925	
2904	Baldwin	1910	34515	Retired 11-34	
2905	Baldwin	1910	34516	Rebuilt to S-2-A, 1927	
2906	Baldwin	1910	34583	Retired 11-33	
2907	Baldwin	1910	34584	Rebuilt to S-2-A, 1927	
2908	Baldwin	1910	34585	Retired 11-33	
2909	Baldwin	1910	34586	Retired 8-33	
2910	Baldwin	1910	34587	Retired 9-33	
2911	Baldwin	1910	34588	Rebuilt to S-2-A, 1926	
2912	Baldwin	1910	34589	Retired 6-35	
2913	Baldwin	1910	34600	Rebuilt to S-2-A, 1926	
2914	Baldwin	1910	34605	Rebuilt to S-2-A, 1929	
2915	Baldwin	1910	34606	Rebuilt to S-2-A, 1924	
2916	Baldwin	1910	34619	Rebuilt to S-2-A, 1927	
2917	Baldwin	1910	34620	Retired 8-33	
2918	Baldwin	1910	34621		
2919	Baldwin	1910	34622	Rebuilt to S-2-A, 1928	
2920	Baldwin	1910	34623		
2921	Baldwin	1910	34624	Rebuilt to S-2-A, 1926	
2922	Baldwin	1910	34685	Rebuilt to S-2-A, 1929	
2923	Baldwin	1910	34686	Rebuilt to S-2-A, 1927	
2924	Baldwin	1910	34687	Rebuilt to S-2-A, 1935	
2925	Baldwin	1910	34688	Rebuilt to S-2-A, 1924	
2926	Baldwin	1910	34689	Rebuilt to S-2-A, 1925	
2927	Baldwin	1910	34706	Rebuilt to S-2-A, 1926	
2928	Baldwin	1910	34707	Rebuilt to S-2-A, 1925	
2929	Baldwin	1910	34736	Rebuilt to S-2-A, 1926	
2930	Baldwin	1910	34737	Rebuilt to S-2-A, 1927	
2931	Baldwin	1910	34738	Rebuilt to S-2-A, 1928	
2932	Baldwin	1910	34757	Rebuilt to S-2-A, 1925	
2933	Baldwin	1910	34758	Rebuilt to S-2-A, 1925	
2934	Baldwin	1910	34759	Rebuilt to S-2-A, 1924	
2935	Baldwin	1910	34760	Rebuilt to S-2-A, 1924	
2936	Baldwin	1910	34811		
2937	Baldwin	1910	34812	Rebuilt to S-2-A, 1924	
2938	Baldwin	1910	34850	Rebuilt to S-2-A, 1924	
2939	Baldwin	1910	34851	Rebuilt to S-2-A, 1929	
2940	Baldwin	1910	34852	Retired 7-34	
2941	Baldwin	1910	34853	Rebuilt to S-2-A, 1924	
2942	Baldwin	1910	34854		
2943	Baldwin	1910	34855	Rebuilt to S-2-A, 1928	
2944	Baldwin	1910	34868	Rebuilt to S-2-A, 1928	
2945	Baldwin	1910	34869	Rebuilt to S-2-A, 1928	
2946	Baldwin	1910	34913	Rebuilt to S-2-A, 1928	
2947	Baldwin	1910	34914	Rebuilt to S-4-A, 1925	
2948	Baldwin	1910	34915	Rebuilt to S-2-A, 1924	
2949	Baldwin	1910	34916	Rebuilt to S-2-A, 1924	
				Cyls.	Drs.
				25"x28"	69"
				Wt., Drs.	Total
				153,100#	236,100#
				T. E.	B. P.
				34,500#	160#

Dimensions are the original but, the drivers were changed to 74 inches several years prior to the rebuilding of these engines.

Class S-3, 4-6-2

No.	Builder	Date	Shop No.	No.	Builder	Date	Shop No.
2950	Baldwin	1915	42150	2958	Baldwin	1915	42158
2951	Baldwin	1915	42151	2959	Baldwin	1915	42159
2952	Baldwin	1915	42152	2960	Baldwin	1915	42160
2953	Baldwin	1915	42153	2961	Baldwin	1915	42161
2954	Baldwin	1915	42154	2962	Baldwin	1915	42171
2955	Baldwin	1915	42155	2963	Baldwin	1915	42172
2956	Baldwin	1915	42156	2964	Baldwin	1915	42173
2957	Baldwin	1915	42157				
Cyls. Drs. Wt., Drs. Total T. E. B. P.							
27" x 28" 74" 169,700# 266,400# 42,500# 180#							
2965	Baldwin	1918	48261	Sold to Colorado & Southern. C. & S. #372			
2966	Baldwin	1918	48262				
2967	Baldwin	1918	48570				
2968	Baldwin	1918	48571				
2969	Baldwin	1918	48674				
2970	Baldwin	1918	48731	Sold to Colorado & Southern. C. & S. #370			
2971	Baldwin	1918	48886				
2972	Baldwin	1918	48887				
2973	Baldwin	1918	49071	Sold to Colorado & Southern. C. & S. #371			
2974	Baldwin	1918	49075				
Cyls. Drs. Wt., Drs. Total T. E. B. P.							
27" x 28" 74" 171,300# 269,200# 42,200# 180#							

Class S-4, 4-6-4

3000	Baldwin	1930	61445	3006	Baldwin	1930	61527
3001	Baldwin	1930	61446	3007	Baldwin	1930	61528
3002	Baldwin	1930	61500	3008	Baldwin	1930	61555
3003	Baldwin	1930	61501	3009	Baldwin	1930	61556
3004	Baldwin	1930	61525	3010	Baldwin	1930	61567
3005	Baldwin	1930	61526	3011	Baldwin	1930	61568
3012	CB&Q	1935	Ex 5356-35	Built at West Burlington shops with boiler furnished by Baldwin Locomotive Works.			
Cyls. Drs. Wt., Drs. Total T. E. B. P.							
25" x 28" 78" 207,730# 391,880# 47,700# 250#							

Class D-2, 2-8-0

Orig. No.	Builder	Date	New CB&Q No. 1904			
CB&Q 397	Changed 1898 to					
CB&Q 1397	Changed 3-01 to					
B&MR 383	Aurora	1884	2980	Rebuilt to G-4-C	#1601,	1921
B&MR 174	Bald. #8942	1888	2981	Rebuilt to G-4-C	#1602,	1921
B&MR 176	Bald. #8951	1888	2982	Rebuilt to G-4-C	#1603,	1921
B&MR 177	Bald. #8990	1888	2983	Rebuilt to G-4-B	#1647,	1918
B&MR 178	Bald. #8991	1888	2984	Rebuilt to G-4-B	#1673	
B&MR 179	Bald. #8992	1888	2985	Rebuilt to G-4-B	#1676	
B&MR 180	Bald. #8993	1888	2986	Rebuilt to G-4-B	#1677	
B&MR 182	Bald. #8996	1888	2987	Rebuilt to G-4-B	#1674	
B&MR 183	Bald. #8998	1888	2988	Rebuilt to G-4-C	#1651,	1918
B&MR 185	Bald. #9063	1888	2989	Rebuilt to G-4-B	#1671	
B&MR 187	Bald. #9067	1888	2990	Retired as 2-8-0	12-22	
B&MR 188	Bald. #9066	1888	2991	Rebuilt to G-4-B	#1672	
B&MR 190	Bald. #9074	1888	2992	Rebuilt to G-4-B	#1668	
B&MR 198	Aurora	1888	2993	Retired as 2-8-0	12-22	
B&MR 199	W. B. Shops	1888	2994	Rebuilt to G-4-B	#1670	
B&MR 200	W. B. Shops	1888	2995	Rebuilt to G-4-B	#1669	
B&MR 202	W. B. Shops	1888	2996	Rebuilt to G-4-B	#1667	
B&MR 194	Bald. #9640	1888	2997	Rebuilt to G-4-B	#1675	
B&MR 196	Bald. #9634	1888	2998	Retired as 2-8-0	12-22	

The engines for which no rebuilt date is shown were rebuilt prior to 1910. The retired dates for the rebuilt engines are given in the record of Class G-4 engines. #1668 is still in service.

Most of the above information is shown in the record of the Class G-4 engines but as these engines were still Consolidations at the time of the 1904 number change, the changes as made at that time are given above.

Class D-3, 2-8-0

Orig. No.	Builder	Date	No. Change 12-03	New CB&Q No. 1904	
B&MR 335	Pitts. #1847	1898	B&MR 3300	3000	Retired 9-28
B&MR 334	Pitts. #1846	1898	B&MR 3301	3001	Retired 11-28
B&MR 336	Pitts. #1848	1898	B&MR 3302	3002	Retired 8-28
B&MR 333	Pitts. #1845	1898	B&MR 333	3003	Retired 2-28

Class D-7, 2-8-0

Orig. No.	Builder	Date	Change 1903	New CB&Q No. 1904	
I&StL 7	Bald. #22390	1903	9-03 B&MR 3450	3030	Retired 11-28
I&StL 8	Bald.		11-03 B&MR 3451	3031	Retired 11-28

The Iowa and St. Louis was acquired by the Burlington in 1903.

	Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
D-2	20"x24"	52"	101,800#	118,300#	23,600#	150#
D-3	22"x28"	52"	164,400#	183,500#	39,900#	180#
D-7	20"x26"	56"	128,800#			

Class D-4-A, 2-8-0

Orig. No.	Builder	Date	Shop No.	New CB&Q No.	1904
H&St.] 580	Schenectady	1903	26702	3100	Retired 11-30
H&St.] 581	Schenectady	1903	26703	3101	Retired 6-33
H&St.] 582	Schenectady	1903	26704	3102	Retired 6-28
H&St.] 583	Schenectady	1903	26705	3103	Retired 11-30
H&St.] 584	Schenectady	1903	26706	3104	Retired 12-28
H&St.] 585	Schenectady	1903	26707	3105	Retired 12-28
H&St.] 586	Schenectady	1903	26708	3106	Retired 6-29
H&St.] 587	Schenectady	1903	27734	3107	Retired 12-31
H&St.] 588	Schenectady	1903	27735	3108	Retired 6-33
H&St.] 589	Schenectady	1903	27736	3109	Retired 11-32
H&St.] 620	Schenectady	1903	26709	3110	Retired 11-29
H&St.] 659	Schenectady	1903	26710	3111	Retired 1-33
H&St.] 692	Schenectady	1903	26711	3112	Retired 11-29
H&St.] 790	Schenectady	1903	27737	3113	Retired 11-29
H&St.] 791	Schenectady	1903	27738	3114	
H&St.] 792	Schenectady	1903	27739	3115	Retired 12-31
H&St.] 793	Schenectady	1903	27740	3116	Retired 10-33
H&St.] 862	Schenectady	1903	27741	3117	Retired 11-33
H&St.] 863	Schenectady	1903	27742	3118	Retired 8-30
H&St.] 864	Schenectady	1903	27743	3119	
B&MR 3304	Schenectady	1903	26712	3120	Retired 12-31
B&MR 3305	Schenectady	1903	26713	3121	Retired 11-32
B&MR 3306	Schenectady	1903	26714	3122	Retired 11-32
B&MR 3307	Schenectady	1903	26715	3123	Retired 1-33
B&MR 3308	Schenectady	1903	26716	3124	Retired 7-30
B&MR 3309	Schenectady	1903	26717	3125	Retired 11-32
B&MR 3317	Schenectady	1903	26718	3126	Retired 8-30
B&MR 3318	Schenectady	1903	26719	3127	Retired 1-33
B&MR 3319	Schenectady	1903	26720	3128	Retired 12-30
B&MR 3320	Schenectady	1903	26721	3129	Retired 9-31
B&MR 3321	Schenectady	1903	26722	3130	Retired 11-32
B&MR 3322	Schenectady	1903	26723	3131	Retired 11-30
B&MR 3323	Schenectady	1903	26724	3132	Retired 11-30
B&MR 3324	Schenectady	1903	26725	3133	Retired 11-32
B&MR 3325	Schenectady	1903	26726	3134	Retired 11-30
B&MR 3334	Schenectady	1903	27694	3135	Retired 12-30
B&MR 3335	Schenectady	1903	27695	3136	Retired 4-35
B&MR 3336	Schenectady	1903	27696	3137	Retired 8-30
B&MR 3337	Schenectady	1903	27697	3138	
B&MR 3338	Schenectady	1903	27698	3139	Retired 4-28
B&MR 3339	Schenectady	1903	27699	3140	Retired 6-33
B&MR 3340	Schenectady	1903	27700	3141	Retired 8-30
B&MR 3341	Schenectady	1903	27701	3142	Retired 6-33
B&MR 3342	Schenectady	1903	27702	3143	Retired 1-33
B&MR 3343	Schenectady	1903	27703	3144	Retired 6-33
B&MR 3346	Schenectady	1903	27706	3145	Retired 11-28
B&MR 3347	Schenectady	1903	27707	3146	Retired 12-31
B&MR 3348	Schenectady	1903	27708	3147	Retired 12-30
B&MR 3349	Schenectady	1903	27709	3148	Retired 6-29
B&MR 3350	Schenectady	1903	27710	3149	Retired 12-29
B&MR 3351	Schenectady	1903	27711	3150	Retired 11-28
B&MR 3352	Schenectady	1903	27712	3151	Retired 6-29
B&MR 3353	Schenectady	1903	27713	3152	Retired 11-30
B&MR 3344	Schenectady	1903	27704	3153	Retired 12-30
B&MR 3345	Schenectady	1903	27705	3154	Retired 11-32

Class D-4-A, 2-8-0

Orig. No.	Builder	Date	No. Shop	No. 1904 New CB&Q	
CB&Q 1900	Schenectady	1903	27714	3155	Retired 12-30
CB&Q 1901	Schenectady	1903	27715	3156	Retired 12-29
CB&Q 1902	Schenectady	1903	27716	3157	Retired 11-29
CB&Q 1903	Schenectady	1903	27717	3158	Retired 11-32
CB&Q 1904	Schenectady	1903	27718	3159	Retired 8-30
CB&Q 1905	Schenectady	1903	27719	3160	Retired 11-32
CB&Q 1906	Schenectady	1903	27720	3161	Retired 11-32
CB&Q 1907	Schenectady	1903	27721	3162	Retired 11-29
CB&Q 1908	Schenectady	1903	27722	3163	Retired 6-29
CB&Q 1909	Schenectady	1903	27723	3164	Retired 7-30
CB&Q 1910	Schenectady	1903	27724	3165	Retired 2-33
CB&Q 1911	Schenectady	1903	27725	3166	Retired 11-30
CB&Q 1912	Schenectady	1903	27726	3167	Retired 1-33
CB&Q 1913	Schenectady	1903	27727	3168	Retired 11-30
CB&Q 1914	Schenectady	1903	27728	3169	Retired 11-32
CB&Q 1915	Schenectady	1903	27729	3170	
CB&Q 1916	Schenectady	1903	27730	3171	Retired 7-29
CB&Q 1917	Schenectady	1903	27731	3172	Retired 3-30
CB&Q 1918	Schenectady	1903	27732	3173	Retired 11-30
CB&Q 1919	Schenectady	1903	27733	3174	Retired 11-29

Class D-4-B, 2-8-0

H&StJ 693	Baldwin	1903	21899	3175	Retired 11-32
H&StJ 694	Baldwin	1903	21915	3176	Retired 8-29
H&StJ 695	Baldwin	1903	21943	3177	Retired 11-29
H&StJ 696	Baldwin	1903	21953	3178	Retired 8-30
H&StJ 697	Baldwin	1903	21960	3179	Retired 3-29
H&StJ 698	Baldwin	1903	21977	3180	Retired 12-28
H&StJ 699	Baldwin	1903	21985	3181	Retired 1-33
H&StJ 700	Baldwin	1903	22075	3182	Retired 6-29
H&StJ 860	Baldwin	1903	22076	3183	Retired 11-30
H&StJ 861	Baldwin	1903	22214	3184	Retired 12-29
B&MR 3310	Baldwin	1903	21675	3185	Retired 10-32
B&MR 3311	Baldwin	1903	21676	3186	Retired 11-32
B&MR 3312	Baldwin	1903	21690	3187	Retired 11-32
B&MR 3313	Baldwin	1903	21695	3188	
B&MR 3314	Baldwin	1903	21743	3189	Retired 11-30
B&MR 3315	Baldwin	1903	21744	3190	Retired 12-30
B&MR 3316	Baldwin	1903	21762	3191	Retired 6-27
B&MR 3326	Baldwin	1903	21765	3192	Retired 12-29
B&MR 3327	Baldwin	1903	21806	3193	Retired 12-30
B&MR 3328	Baldwin	1903	21802	3194	Retired 9-28
B&MR 3329	Baldwin	1903	21821	3195	Retired 11-32
B&MR 3330	Baldwin	1903	21849	3196	Retired 8-31
B&MR 3331	Baldwin	1903	21858	3197	Retired 11-29
B&MR 3332	Baldwin	1903	21869	3198	Retired 8-30
B&MR 3333	Baldwin	1903	21892	3199	Retired 11-32

	Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
D-4-A	22"x28"	57"	179,200#	202,600#	40,400#	200#
D-4-B	22"x28"	57"	176,700#	200,000#	40,400#	200#

Engines in 500 series with H. & St. J. lettering were property of K. C. St. J. & C. B., in 700 series of St. L. K. & N. W., and in 800 series of C. B. & K. C. H. & St. J. #700 was probably the property of that road.

Class T-1-Comp., 2-6-6-2

No.	Builder	Date	Shop No.					
4000	Baldwin	1908	32722	Rebuilt to Class F-2 #555	8-27			
4001	Baldwin	1908	32723	Retired	6-27			
4002	Baldwin	1908	32724	Rebuilt to Class F-2 #553	7-27			
				Cyls.	Drs.	Wt., Drs.	Total	T. E.
				21½" & 33" x 32"	55"	316,000#	355,000#	71,700#
								B. P.
								200#

These engines were built originally for the Great Northern R. R., the respective G. N. numbers being 1905, 1906 and 1907.

Class T-1-A-Comp., 2-6-6-2

4003	Baldwin	1909	33986	Rebuilt to Class F-2 #550	9-26			
4004	Baldwin	1909	33987	Rebuilt to Class F-2 #556	12-27			
4005	Baldwin	1909	34020	Rebuilt to Class F-2 #552	5-27			
4006	Baldwin	1909	34021	Rebuilt to Class F-2 #551	3-27			
4007	Baldwin	1909	34029	Rebuilt to Class F-2 #554	8-27			
				Cyls.	Drs.	Wt., Drs.	Total	T. E.
				21½" & 33" x 32"	56"	327,000#	361,450#	71,700#
								B. P.
								200#

Class T-2-Comp., 2-6-6-2

4100	Baldwin	1910	34230					
4101	Baldwin	1910	34231					
4102	Baldwin	1910	34232	Retired	12-29			
4103	Baldwin	1910	34245	Retired	12-29			
4104	Baldwin	1910	34246	Retired	3-30			
4105	Baldwin	1910	34269					
4106	Baldwin	1910	34297					
4107	Baldwin	1910	34298					
4108	Baldwin	1910	34299					
4109	Baldwin	1910	34300	Retired	12-31			
				Cyls.	Drs.	Wt., Drs.	Total	T. E.
				23" & 35" x 32"	64"	304,500#	361,650#	63,500#
								B. P.
								200#

Class T-3-Comp., 2-8-8-2

4200	Baldwin	1911	36775	Retired	8-34			
				Cyls.	Drs.	Wt., Drs.	Total	T. E.
				40" & 26" x 32"	56"	399,900#	448,000#	93,000#
								B. P.
								200#

The dimensions as given are the original dimensions. Certain changes were made on these engines later. In later years these classes are listed simply T-1, T-2 and T-3.

Most of the T-1 engines were used for several years in humpyard service at Galesburg and are still in that service since being rebuilt to Class F-2. The Class T-2 engines are being used on the Black Hills Division. The Class T-3 engine was used at Galesburg for some time but later sent to the western divisions where it was converted into an oil-burner.

Class O-1-A, 2-8-2

No.	Builder	Date	Shop No.
4940	Baldwin	1923	56572
4941	Baldwin	1923	56573
4942	Baldwin	1923	56574
4943	Baldwin	1923	56575
4944	Baldwin	1923	56576
4945	Baldwin	1923	56704
4946	Baldwin	1923	56705
4947	Baldwin	1923	56706
4948	Baldwin	1923	56707
4949	Baldwin	1923	56708
4950	Baldwin	1923	56709
4951	Baldwin	1923	56710
4952	Baldwin	1923	56711
4953	Baldwin	1923	56712
4954	Baldwin	1923	56713
4955	Baldwin	1923	56804
4956	Baldwin	1923	56805
4957	Baldwin	1923	56806
4958	Baldwin	1923	56807
4959	Baldwin	1923	56808
4960	Baldwin	1923	56809
4961	Baldwin	1923	56810
4962	Baldwin	1923	56811
4963	Baldwin	1923	56812
4964	Baldwin	1923	56813
4965	Baldwin	1923	56814
4966	Baldwin	1923	56815
4967	Baldwin	1923	56816
4968	Baldwin	1923	56817
4969	Baldwin	1923	56818

Cyls.
27"x30"

Drs.
64"

Wt., Drs.

Total

T. E.
52,300*

B. P.
180*

No.	Builder	Date	Shop No.
4970	Baldwin	1923	56931
4971	Baldwin	1923	56932
4972	Baldwin	1923	56968
4973	Baldwin	1923	56969
4974	Baldwin	1923	56970
4975	Baldwin	1923	56971
4976	Baldwin	1923	56972
4977	Baldwin	1923	56973
4978	Baldwin	1923	56974
4979	Baldwin	1923	56975
4980	Baldwin	1923	57073
4981	Baldwin	1923	57074
4982	Baldwin	1923	57075
4983	Baldwin	1923	57076
4984	Baldwin	1923	57077
4985	Baldwin	1923	57096
4986	Baldwin	1923	57105
4987	Baldwin	1923	57106
4988	Baldwin	1923	57107
4989	Baldwin	1923	57108
4990	Baldwin	1923	57109
4991	Baldwin	1923	57110
4992	Baldwin	1923	57111
4993	Baldwin	1923	57112
4994	Baldwin	1923	57113
4995	Baldwin	1923	57114
4996	Baldwin	1923	57245
4997	Baldwin	1923	57246
4998	Baldwin	1923	57247
4999	Baldwin	1923	57248

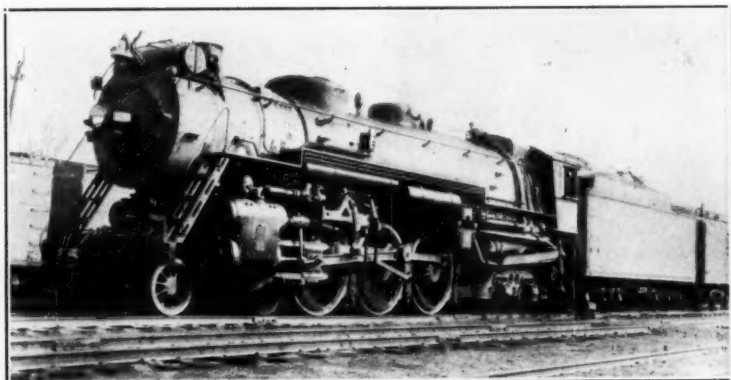
Class O-1, 2-8-2

No.	Builder	Date Shop No.		No.	Builder	Date Shop No.	
5000	Baldwin	1910 35609	Retired	5025	Baldwin	1910 35748	
5001	Baldwin	1910 35610		5026	Baldwin	1910 35749	
5002	Baldwin	1910 35611		5027	Baldwin	1910 35750	
5003	Baldwin	1910 35612		5028	Baldwin	1910 35751	Retired
5004	Baldwin	1910 35613		5029	Baldwin	1910 35752	
5005	Baldwin	1910 35614		5030	Baldwin	1910 35874	
5006	Baldwin	1910 35615		5031	Baldwin	1910 35875	
5007	Baldwin	1910 35616	Retired	5032	Baldwin	1910 35876	
5008	Baldwin	1910 35685	Retired 9-27	5033	Baldwin	1910 35877	Retired 9-34
5009	Baldwin	1910 35686		5034	Baldwin	1910 35878	
5010	Baldwin	1910 35687		5035	Baldwin	1910 35879	
5011	Baldwin	1910 35688		5036	Baldwin	1910 35880	
5012	Baldwin	1910 35735		5037	Baldwin	1910 35881	
5013	Baldwin	1910 35736		5038	Baldwin	1910 35882	
5014	Baldwin	1910 35737		5039	Baldwin	1910 35883	
5015	Baldwin	1910 35738	Retired	5040	Baldwin	1910 35884	
5016	Baldwin	1910 35739	Retired 12-34	5041	Baldwin	1910 35885	
5017	Baldwin	1910 35740	Retired 9-34	5042	Baldwin	1910 35886	
5018	Baldwin	1910 35741	Retired	5043	Baldwin	1910 35887	
5019	Baldwin	1910 35742		5044	Baldwin	1910 35888	
5020	Baldwin	1910 35743		5045	Baldwin	1910 35889	
Rebuilt to O-8-0, Class F-3				5046	Baldwin	1910 35890	
5021	Baldwin	1910 35744		5047	Baldwin	1910 35891	
5022	Baldwin	1910 35745		5048	Baldwin	1910 35892	
5023	Baldwin	1910 35746		5049	Baldwin	1910 35893	
5024	Baldwin	1910 35747					

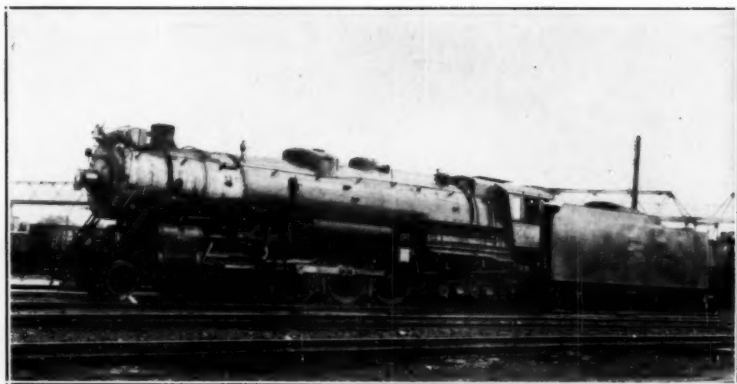
Cyls. 27"x30"	Drs. 64"	Wt., Drs. 205,600*	Total 296,600*	T. E. 49,500*	B. P. 170*
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No data on Class F-3





C. B. & Q. 3004. 8-4. Baldwin, 1930



C. B. & Q. 5606. 0-5. Baldwin, 1930.

Class O-1, 2-8-2

No.	Builder	Date	Shop No.		No.	Builder	Date	Shop No.
5050	Baldwin	1911	36998	Retired 11-33	5055	Baldwin	1911	37025
5051	Baldwin	1911	36999		5056	Baldwin	1911	37026
5052	Baldwin	1911	37000		5057	Baldwin	1911	37027
5053	Baldwin	1911	37001	Retired 7-33	5058	Baldwin	1911	37028
5054	Baldwin	1911	37002		5059	Baldwin	1911	37029
Cyls. 27"x30"				Drs. 64"	Wt., Drs. 207,000#			
					Total 271,000#			
					T. E. 49,500#			
					B. P. 170#			

Class O-1-A, 2-8-2

No.	Builder	Date	Shop No.		No.	Builder	Date	Shop No.
5060	Baldwin	1917	45359	Cyls. 27"x30" Drs. 64" Wt., Drs. 216,000#	5068	Baldwin	1917	45664
5061	Baldwin	1917	45360		5069	Baldwin	1917	45702
5062	Baldwin	1917	45363		5070	Baldwin	1917	45703
5063	Baldwin	1917	45521		5071	Baldwin	1917	45759
5064	Baldwin	1917	45522		5072	Baldwin	1917	45760
5065	Baldwin	1917	45523		5073	Baldwin	1917	45761
5066	Baldwin	1917	45621		5074	Baldwin	1917	45792
5067	Baldwin	1917	45636					
					Total 273,300#			
					T. E. 52,282#			
					B. P. 180#			
No.	Builder	Date	Shop No.		No.	Builder	Date	Shop No.
5075	Baldwin	1918	48725	Cyls. 27"x30" Drs. 64" Wt., Drs. 216,000#	5088	Baldwin	1918	49543
5076	Baldwin	1918	48726		5089	Baldwin	1918	49544
5077	Baldwin	1918	48904		5090	Baldwin	1918	49640
5078	Baldwin	1918	48949		5091	Baldwin	1918	49653
5079	Baldwin	1918	48994		5092	Baldwin	1918	49654
5080	Baldwin	1918	49072		5093	Baldwin	1918	50130
5081	Baldwin	1918	49073		5094	Baldwin	1918	50362
5082	Baldwin	1918	49228		5095	Baldwin	1918	56077
5083	Baldwin	1918	49229		5096	Baldwin	1918	50787
5084	Baldwin	1918	49301		5097	Baldwin	1918	50942
5085	Baldwin	1918	49358		5098	Baldwin	1918	50988
5086	Baldwin	1918	49409		5099	Baldwin	1918	50989
5087	Baldwin	1918	49410					
					Total 278,600#			
					T. E. 52,282#			
					B. P. 180#			

Class O-1-A, 2-8-2

No.	Builder	Date	Shop No.	No.	Builder	Date	Shop No.
5100	Baldwin	1920	54137	5108	Baldwin	1920	54291
5101	Baldwin	1920	54170	5109	Baldwin	1920	54292
5102	Baldwin	1920	54171	5110	Baldwin	1920	54362
5103	Baldwin	1920	54172	5111	Baldwin	1920	54363
5104	Baldwin	1920	54173	5112	Baldwin	1920	54364
5105	Baldwin	1920	54174	5113	Baldwin	1920	54365
5106	Baldwin	1920	54175	5114	Baldwin	1920	54366
5107	Baldwin	1920	54290	5115	Baldwin	1920	54367

Dimensions approximately same as #5075 to #5099.

No.	Builder	Date	Shop No.	No.	Builder	Date	Shop No.
5116	Baldwin	1922	55352	5132	Baldwin	1922	55462
5117	Baldwin	1922	55400	5133	Baldwin	1922	55497
5118	Baldwin	1922	55401	5134	Baldwin	1922	55498
5119	Baldwin	1922	55402	5135	Baldwin	1922	55499
5120	Baldwin	1922	55403	5136	Baldwin	1922	55500
5121	Baldwin	1922	55404	5137	Baldwin	1922	55501
5122	Baldwin	1922	55380	5138	Baldwin	1922	55502
5123	Baldwin	1922	55381	5139	Baldwin	1922	55503
5124	Baldwin	1922	55454	5140	Baldwin	1922	55533
5125	Baldwin	1922	55455	5141	Baldwin	1922	55534
5126	Baldwin	1922	55456	5142	Baldwin	1922	55535
5127	Baldwin	1922	55457	5143	Baldwin	1922	55536
5128	Baldwin	1922	55458	5144	Baldwin	1922	55537
5129	Baldwin	1922	55459	5145	Baldwin	1922	55538
5130	Baldwin	1922	55460	5146	Baldwin	1922	55539
5131	Baldwin	1922	55461	5147	Baldwin	1922	55540

Dimensions as given by Baldwin Works are as follows:

	Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
#5116	27"x30"	64"	226,620#	299,810#	52,300#	180#
#5144	27"x30"	64"	231,440#	305,700#	52,300#	180#

Class O-2, 2-8-2

5200	Baldwin	1912	38176	Rebuilt to 0-2-A, 3-28
5201	Baldwin	1912	38177	Retired 2-31
5202	Baldwin	1912	38205	Retired 8-33
5203	Baldwin	1912	38206	Rebuilt to 0-2-A, 12-25
5204	Baldwin	1912	38207	Rebuilt to 0-2-A, 8-25
5205	Baldwin	1912	38208	Retired 8-33
5206	Baldwin	1912	38209	Rebuilt to 0-2-A, 2-25
5207	Baldwin	1912	38210	Rebuilt to 0-2-A, 5-29
5208	Baldwin	1912	38229	Retired 10-31
5209	Baldwin	1912	38230	Rebuilt to 0-2-A, 8-28
5210	Baldwin	1912	38231	Retired 8-34
5211	Baldwin	1912	38285	Retired 5-33
5212	Baldwin	1912	38286	Retired 9-33
5213	Baldwin	1912	38287	Retired 10-33
5214	Baldwin	1912	38288	Retired 2-35
5215	Baldwin	1912	38289	Rebuilt to 0-2-A, 1-28
5216	Baldwin	1912	38365	Retired 9-33
5217	Baldwin	1912	38366	Retired 9-31
5218	Baldwin	1912	38367	Retired 9-33
5219	Baldwin	1912	38368	
5220	Baldwin	1912	38369	Rebuilt to 0-2-A, 4-29
5221	Baldwin	1912	38370	Rebuilt to 0-2-A, 8-27
5222	Baldwin	1912	38387	Rebuilt to 0-2-A, 10-28
5223	Baldwin	1912	38388	Rebuilt to 0-2-A, 9-28
5224	Baldwin	1912	38389	Rebuilt to 0-2-A, 5-28
5225	Baldwin	1912	38390	Retired 10-33
5226	Baldwin	1912	38391	Retired 12-34
5227	Baldwin	1912	38392	Rebuilt to 0-2-A, 8-29
5228	Baldwin	1912	38428	Rebuilt to 0-2-A, 7-29
5229	Baldwin	1912	38429	Retired 12-30
5230	Baldwin	1912	38430	Rebuilt to 0-2-A, 3-26
5231	Baldwin	1912	38431	Rebuilt to 0-2-A, 12-28
5232	Baldwin	1912	38432	Rebuilt to 0-2-A, 9-29
5233	Baldwin	1912	38433	Rebuilt to 0-2-A, 3-28
5234	Baldwin	1912	38501	Rebuilt to 0-2-A, 7-28
5235	Baldwin	1912	38502	Retired 11-34
5236	Baldwin	1912	38503	Retired 4-31
5237	Baldwin	1912	38504	Rebuilt to 0-2-A, 7-30
5238	Baldwin	1912	38505	Rebuilt to 0-2-A, 4-28
5239	Baldwin	1912	38506	Rebuilt to 0-2-A, 12-27
5240	Baldwin	1912	38507	Rebuilt to 0-2-A, 12-26
5241	Baldwin	1912	38508	Rebuilt to 0-2-A, 6-29
5242	Baldwin	1912	38509	Rebuilt to 0-2-A, 4-26
5243	Baldwin	1912	38510	Retired 2-35
5244	Baldwin	1912	38511	Retired 11-34
5245	Baldwin	1912	38512	
5246	Baldwin	1912	38513	Retired 9-33
5247	Baldwin	1912	38514	Rebuilt to 0-2-A, 10-28
5248	Baldwin	1912	38515	Rebuilt to 0-2-A, 5-26
5249	Baldwin	1912	38516	Rebuilt to 0-2-A, 7-26
5250	Baldwin	1912	38768	Retired 5-33
5251	Baldwin	1912	38769	Rebuilt to 0-2-A, 8-28
5252	Baldwin	1912	38770	Rebuilt to 0-2-8, 11-29
5253	Baldwin	1912	38771	Rebuilt to 0-2-A, 5-26
5254	Baldwin	1912	38874	Rebuilt to 0-2-A, 6-27

Class O-2, 2-8-2

5255	Baldwin	1912	38875	Retired 8-31
5256	Baldwin	1912	38876	
5257	Baldwin	1912	38877	Retired 8-33
5258	Baldwin	1912	38878	Retired 3-35
5259	Baldwin	1912	38879	Rebuilt to O-2-A, 10-29
5260	Baldwin	1912	38880	Retired 8-33
5261	Baldwin	1912	38881	
5262	Baldwin	1912	38882	Rebuilt to O-2-A, 6-28
5263	Baldwin	1912	38883	Rebuilt to O-2-A, 1-29
5264	Baldwin	1912	38884	Rebuilt to O-2-A, 2-27
5265	Baldwin	1912	38885	Rebuilt to O-2-A, 10-30
5266	Baldwin	1912	38886	Retired 2-35
5267	Baldwin	1912	38887	
5268	Baldwin	1912	38888	Retired 3-31
5269	Baldwin	1912	38889	Retired 10-33
5270	Baldwin	1912	38929	Rebuilt to O-2-A, 11-26
5271	Baldwin	1912	38930	
5272	Baldwin	1912	38931	Rebuilt to O-2-A, 4-29
5273	Baldwin	1912	38932	Retired 6-33
5274	Baldwin	1912	38973	
5275	Baldwin	1912	38974	Rebuilt to O-2-A, 1-26
5276	Baldwin	1912	38975	Rebuilt to O-2-A, 12-29
5277	Baldwin	1912	38976	Rebuilt to O-2-A, 9-24
5278	Baldwin	1912	38977	Rebuilt to O-2-A, 9-24
5279	Baldwin	1912	38978	
5280	Baldwin	1912	38979	
5281	Baldwin	1912	38980	Rebuilt to O-2-A, 9-28
5282	Baldwin	1912	38981	
5283	Baldwin	1912	38982	Rebuilt to O-2-A, 11-26
5284	Baldwin	1912	38983	
5285	Baldwin	1912	39040	Rebuilt to O-2-A, 1-31
5286	Baldwin	1912	39041	Rebuilt to O-2-A, 7-25
5287	Baldwin	1912	39071	Rebuilt to O-2-A, 8-29
5288	Baldwin	1913	39072	
5289	Baldwin	1913	39073	Rebuilt to O-2-A, 7-26
5290	Baldwin	1913	39074	Retired 7-33
5291	Baldwin	1913	39075	Rebuilt to O-2-A, 9-26
5292	Baldwin	1913	39076	Rebuilt to O-2-A, 3-26
5293	Baldwin	1913	39077	Retired 4-34
5294	Baldwin	1913	39078	Rebuilt to O-2-A, 8-25
5295	Baldwin	1913	39079	Rebuilt to O-2-A, 2-29
5296	Baldwin	1913	39080	Rebuilt to O-2-A, 6-30
5297	Baldwin	1913	39081	
5298	Baldwin	1913	39082	Rebuilt to O-2-A, 3-29
5299	Baldwin	1913	39083	Retired 3-31

Original Dimensions

Cyls.	Drs.	Wt., Drs.	Total	T. E.	B. P.
28"x32"	64"	231,000*	303,400*	60,000*	180*

Class O-2 engines were converted to O-2-A by applying combustion chambers in connection with new fireboxes and also by the installation of new superheaters. Dimensions of Class O-2-A are not available.

Class O-3, 2-8-2

5300	Baldwin	1915	42126	5308	Baldwin	1915	42147
5301	Baldwin	1915	42127	5309	Baldwin	1915	42148
5302	Baldwin	1915	42128	5310	Baldwin	1915	42149
5303	Baldwin	1915	42129	5311	Baldwin	1915	42162
5304	Baldwin	1915	42130	5312	Baldwin	1915	42163
5305	Baldwin	1915	42131	5313	Baldwin	1915	42164
5306	Baldwin	1915	42145	5314	Baldwin	1915	42165
5307	Baldwin	1915	42146				

		Cyls. 28"x32"	Drs. 64"	Wt., Drs. 239,900*	Total 315,000*	T. E. 66,645*	B. P. 200*
5315	Baldwin	1917	45361	5328	Baldwin	1917	45712
5316	Baldwin	1917	45362	5329	Baldwin	1917	45713
5317	Baldwin	1917	45525	5330	Baldwin	1917	45756
5318	Baldwin	1917	45526	5331	Baldwin	1917	45762
5319	Baldwin	1917	45527	5332	Baldwin	1917	45763
5320	Baldwin	1917	45277	5333	Baldwin	1917	45764
5321	Baldwin	1917	45278	5334	Baldwin	1917	45794
5322	Baldwin	1917	45279	5335	Baldwin	1917	45795
5323	Baldwin	1917	45630	5336	Baldwin	1917	45796
5324	Baldwin	1917	45637	5337	Baldwin	1917	45831
5325	Baldwin	1917	45665	5338	Baldwin	1917	45832
5326	Baldwin	1917	45666	5339	Baldwin	1917	45833
5327	Baldwin	1917	45667				

		Cyls. 28"x32"	Drs. 64"	Wt., Drs. 239,200*	Total 314,700*	T. E. 66,645*	B. P. 200*
5340	Baldwin	1919	51264	5347	Baldwin	1919	51519
5341	Baldwin	1919	51275	5348	Baldwin	1919	51520
5342	Baldwin	1919	51276	5349	Baldwin	1919	51521
5343	Baldwin	1919	51347	5350	Baldwin	1919	51561
5344	Baldwin	1919	51446	5351	Baldwin	1919	51562
5345	Baldwin	1919	51480	5352	Baldwin	1919	51595
5346	Baldwin	1919	51481	5353	Baldwin	1919	51631

		Cyls. 28"x32"	Drs. 64"	Wt., Drs. 243,410*	Total 327,000*	T. E. 66,645*	B. P. 200*
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Class O-3, 2-8-2

5354	Baldwin	1919	51665	5357	Baldwin	1919	51742
5355	Baldwin	1919	51709	5358	Baldwin	1919	51743
5356	Baldwin	1919	51710	5359	Baldwin	1919	51760

		Cyls. 28"x32"	Drs. 64"	Wt., Drs. 243,410*	Total 327,680*	T. E. 66,645*	B. P. 200*
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Class O-4, 2-8-2

5500	Baldwin	1919	51552	5508	Baldwin	1919	51615
5501	Baldwin	1919	51553	5509	Baldwin	1919	51616
5502	Baldwin	1919	51585	5510	Baldwin	1919	51617
5503	Baldwin	1919	51586	5511	Baldwin	1919	51618
5504	Baldwin	1919	51587	5512	Baldwin	1919	51619
5505	Baldwin	1919	51588	5513	Baldwin	1919	51620
5506	Baldwin	1919	51613	5514	Baldwin	1919	51621
5507	Baldwin	1919	51614				

		Cyls. 27"x32"	Drs. 63"	Wt., Drs. 239,000*	Total 320,000*	T. E. 62,950*	B. P. 200*
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*5502 and *5514 leased to F. W. & D.

Class O-5, 4-8-4

5600	Baldwin	1930	61443
5601	Baldwin	1930	61444
5602	Baldwin	1930	61496
5603	Baldwin	1930	61497

5604	Baldwin	1930	61498
5605	Baldwin	1930	61499
5606	Baldwin	1930	61522
5607	Baldwin	1930	61523

Cyls. 28"x30"	Drs. 74"	Wt., Drs. 271,680#	Total 454,590#	T. E. 67,500#	B. P. 250#
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Class O-4 built to United States Railroad Administration standards.

Class M-1, 2-10-2

6000	Baldwin	1912	37592
6001	Baldwin	1912	37593
6002	Baldwin	1912	37594

Retired 12-33	6003	Baldwin	1912	37599	Retired 12-33
	6004	Baldwin	1912	37600	Retired 12-33

Cyls. 30"x32"	Drs. 60"	Wt., Drs. 301,800#	Total 378,700#	T. E. 71,500#	B. P. 175#
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Class M-2, 2-10-2

6100	Baldwin	1914	41453
6101	Baldwin	1914	41454
6102	Baldwin	1914	41455
6103	Baldwin	1914	41456

6104	Baldwin	1914	41457
6105	Baldwin	1914	41476
6106	Baldwin	1914	41477
6107	Baldwin	1914	41487

Cyls. 30"x32"	Drs. 60"	Wt., Drs. 300,700#	Total 377,100#	T. E. 71,500#	B. P. 175#
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Class M-2-A, 2-10-2

6108	Baldwin	1914	41488
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6109	Baldwin	1914	41489
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Cyls. 30"x32"	Drs. 60"	Wt., Drs. 293,000#	Total 370,000#	B. P. 175#
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Class M-2, 2-10-2

6110	Baldwin	1914	41737
6111	Baldwin	1914	41633
6112	Baldwin	1914	41634
6113	Baldwin	1914	41635
6114	Baldwin	1914	41636
6115	Baldwin	1914	41638
6116	Baldwin	1914	41639
6117	Baldwin	1914	41656

6118	Baldwin	1914	41657
6119	Baldwin	1914	41658
6120	Baldwin	1914	41659
6121	Baldwin	1914	41660
6122	Baldwin	1914	41661
6123	Baldwin	1914	41662
6124	Baldwin	1914	41684
6125	Baldwin	1914	41685

Dimensions same as #6100 to #6107.

Class M-2-A, 2-10-2

6126	Baldwin	1915	42087
6127	Baldwin	1915	42088
6128	Baldwin	1915	42089
6129	Baldwin	1915	42090
6130	Baldwin	1915	42091

6131	Baldwin	1915	42095
6132	Baldwin	1915	42096
6133	Baldwin	1915	42119
6134	Baldwin	1915	42120
6135	Baldwin	1915	42143

Dimensions approximately same as #6100 to #6107.

Class M-2-A, 2-10-2

6136	Baldwin	1917	45581	6141	Baldwin	1917	45647
6137	Baldwin	1917	45582	6142	Baldwin	1917	45661
6138	Baldwin	1917	45622	6143	Baldwin	1917	45662
6139	Baldwin	1917	45623	6144	Baldwin	1917	45711
6140	Baldwin	1917	45646	6145	Baldwin	1917	45828

			Cyls. 30"x32"	Drs. 60"	Wt., Drs. 287,700#	Total 362,300#	T. E.	B. P. 175#	
6146	Baldwin	1919		51604		6151	Baldwin	1919	51751
6147	Baldwin	1919		51605		6152	Baldwin	1919	51752
6148	Baldwin	1919		51640		6153	Baldwin	1919	51753
6149	Baldwin	1919		51641		6154	Baldwin	1919	51761
6150	Baldwin	1919		51750		6155	Baldwin	1919	51762

Dimensions approximately same as above.

6156	Baldwin	1920	54073	Leased to C&S	6158	Baldwin	1920	54121
6157	Baldwin	1920	54074	Leased to C&S	6159	Baldwin	1920	54122

		Cyls. 30"x32"	Drs. 60"	Wt., Drs. 310,600#	Total 388,600#	T. E. 73,600#	B. P. 180#	
6160	Baldwin	1921	54161		6166	Baldwin	1921	54167
6161	Baldwin	1921	54162		6167	Baldwin	1921	54168
6162	Baldwin	1921	54163		6168	Baldwin	1921	54169
6163	Baldwin	1921	54164		6169	Baldwin	1921	54360
6164	Baldwin	1921	54165		6170	Baldwin	1921	54361
6165	Baldwin	1921	54166					

			Cyls. 30"x32"	Drs. 60"	Wt., Drs. 312,510#	Total 405,710#	T. E. 75,500#	B. P. 185#
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Class M3, 2-10-2

6300	Brooks	1919	59818	6305	Brooks	1919	59823
6301	Brooks	1919	59819	6306	Brooks	1919	59824
6302	Brooks	1919	59820	6307	Brooks	1919	59825
6303	Brooks	1919	59821	6308	Brooks	1919	59826
6304	Brooks	1919	59822	6309	Brooks	1919	59827

			Cyls. 30"x32"	Drs. 63"	Wt., Drs. 293,000#	Total 380,000#	T. E. 73,800#	B. P. 190#
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*6300 to *6309 leased to Colorado & Southern.

Class M-3 built to United States Railroad Administration standards.

Class M-4, 2-10-4

6310	Baldwin	1927	60210	6313	Baldwin	1927	60253
6311	Baldwin	1927	60211	6314	Baldwin	1927	50254
6312	Baldwin	1927	60252	6315	Baldwin	1927	50255

			Cyls. 31"x32"	Drs. 64"	Wt., Drs. 353,820#	Total 512,000#	T. E. 90,000#	B. P. 250#
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6316	Baldwin	1927	60262		6319	Baldwin	1927	60283	
6317	Baldwin	1927	60281		6320	Baldwin	1927	60291	
6318	Baldwin	1927	60282		6321	Baldwin	1927	60292	
Cyls. 31"x32"				Drs. 64"	Wt., Drs. 354,290*		Total 512,100*	T. E. 90,000*	B. P. 250*
6322	Baldwin	1929	70767		6325	Baldwin	1929	60770	
6323	Baldwin	1929	70768		6326	Baldwin	1929	60805	
6324	Baldwin	1929	70769		6327	Baldwin	1929	60806	
Cyls. 31"x32"				Drs. 64"	Wt., Drs. 355,510*		Total 511,710*	T. E. 90,000*	B. P. 250*

Class B-1, 4-8-2

7000	Lima	1922	6248		7004	Lima	1922	6252	
7001	Lima	1922	6249		7005	Lima	1922	6253	
7002	Lima	1922	6250		7006	Lima	1922	6254	
7003	Lima	1922	6251		7007	Lima	1922	6255	
Cyls. 27"x30"				Drs. 74"	Wt., Drs. 245,000*		Total 364,000*	T. E. 52,750*	B. P. 210*

Class B-1-A, 4-8-2

7008	Baldwin	1925	58482		7015	Baldwin	1925	58514	
7009	Baldwin	1925	58483		7016	Baldwin	1925	58515	
7010	Baldwin	1925	58509		7017	Baldwin	1925	58602	
7011	Baldwin	1925	58510		7018	Baldwin	1925	58603	
7012	Baldwin	1925	58511		7019	Baldwin	1925	58604	
7013	Baldwin	1925	58512		7020	Baldwin	1925	58605	
7014	Baldwin	1925	58513						

Cyls. 27"x30"				Drs. 74"	Wt., Drs. 247,020*		Total 367,700*	T. E. 52,800*	B. P. 210*
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Six of these Class M-4 engines are being rebuilt into high speed freight engines by applying disc wheels to main drivers, Timken roller bearings to drivers and engine trucks and ASF bearing units to the tender trucks. The cylinders are changed to 28"x32" and the tractive effort is 83,300#. As rebuilt the engines are known as Class M-4-A. Numbers 6323, 6324 and 6327 have been rebuilt to date.

(Part II containing a record of the Chicago, Burlington & Quincy R. R. locomotives from 1858-1904 will be printed by this Society in a special bulletin in 1937.)

The authors of this material wish to express their sincere appreciation for the whole hearted support and co-operation of the officials of the Chicago, Burlington & Quincy R. R. for allowing them to delve into their records. To such officials as

Mr. E. Flynn, Executive Vice President

Mr. J. H. Reisse, Mechanical Assistant to Executive Vice President, (now retired)

Mr. C. J. Hardy, Chief Clerk to Mr. Flynn (now Assistant Master Mechanic at Wymore, Neb.)

Mr. P. F. Mulkey, Engineer of Capital Expenditures and his staff, and to all other gentlemen who made it possible to examine and check both the old and the new records.

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